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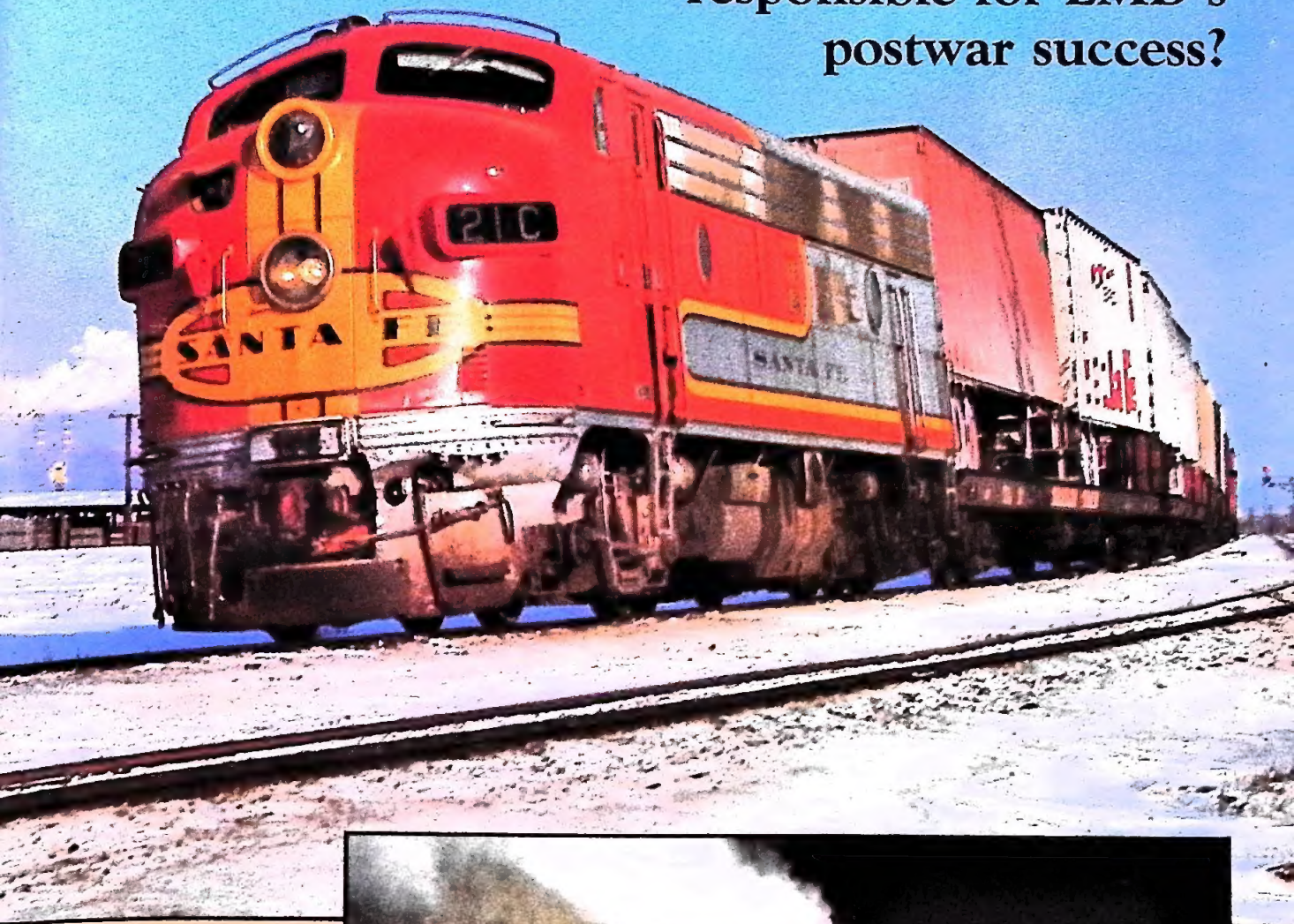
Was the War Production Board responsible for EMD's postwar success?



The NRHS' 50th Anniversary Convention

0 71896 48760 01

THE B.C. PROVINCIAL colors, introduced on the Tumbler Ridge electrics in late 1983, are now being applied to the British Columbia Railway's diesel fleet. Five new SD40-2s (763-767) were delivered in August in the new "Expo colors." M630 722 was the first of the big MLWs to be repainted; it is shown with the 764 at Lillooet on August 25, 1985.

KODACHROME BRIAN A. ELCHLEPP

Railnews

THE IOWA INTERSTATE has developed a paint scheme, shown (below) on ex-IC Geep 8036 at Newton, Ia., on October 1. See page 34 for more on IAIS.

KODACHROME RONALD D. SIMS

KODACHROME DARREL LAND

KODACHROME GEORGE C. WERNER

THE INDIANA & OHIO has begun operation of about twelve miles of ex-Conrail track between Monroe and Mason, Ohio, using ex-BN GP7 1579, now repainted as I&O 51, shown at Monroe on September 29 working passenger excursions. See page 32 for more details.

DIESEL PRESERVATION has taken some interesting turns. The Columbus & Greenville has put Baldwin 601 on permanent display at Columbus, Miss. (see page 34), and Pennsy GP9 7048 has replaced the K4 on Horseshoe Curve (see page 62). Railfan employees cosmetically restored EL U33C 3313 for the visiting EL Historical Society on September 28 (see page 34). The unit will be scrapped.

KODACHROME BOB LAMBRECHT

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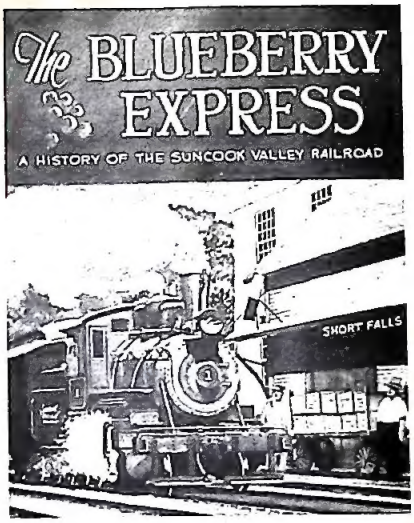
If YOU'RE interested in New England rail history and operations, then these books are for YOU!



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Here's the complete history of New Hampshire's Suncook Valley Railroad told in 108 pages of text, anecdotes, maps, artifacts and 150 &photos (including 5 in color) between soft covers graced by a colorful Arch McDonnell painting commissioned expressly for this book! Relives the line's 19th century origins; successive leases to the Concord, Concord & Montreal and Boston & Maine Railroads; and its 28 years of independence until 1952. Size is 8½x11" for ease of handling and good photo display. A limited edition of 500 signed and numbered copies is also available on a first-come, first-served basis while they last!

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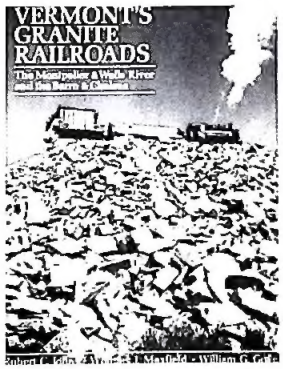

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The Montpelier & Wells River Railroad touched on New Hampshire by terminating at the Boston & Maine's Woodsville terminal. From there it ran northwest to Montpelier where the Barre & Chelsea provided connecting service to the cutting sheds and granite quarries of the Barre area. This 8½x11" hardbound book provides a well illustrated look at the history and operations of two classic rural shortlines complete with hand-me-down B&M steam locomotives and 19th century visions of greatness tempered by a 20th century battle to survive!

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This 328-page softbound volume chronicles the exciting history of New Hampshire's own mountain railroad which pierces the White Mountains at Crawford Notch enroute from Portland to St. Johnsbury. Over 400 photos (many in large format - 10 pages of them in color) cover everything from doubleheaded steam locomotives in action on the mountain grades to pastoral branchline local trains and recent action in the diesel locomotive era. The operations of this fascinating line are covered by those who ran it as well as those who observed. 8½x11" format. A 470 Railroad Club selection not to be missed!

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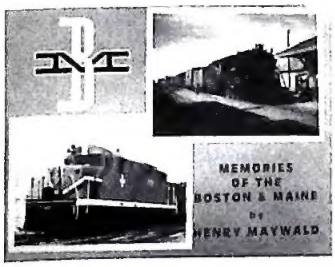

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This 38-page softbound book is all color from cover to cover! It presents a good mixture of steam, early diesel and current B&M operations. An excellent information resource for modellers as well as a reminder of the variety in color schemes the B&M has offered the observer. Also includes a late-60's era map of the B&M.

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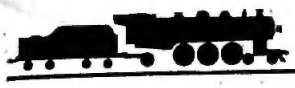

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From the Publisher's desk: Film & Video

The *Independent Producer's Guide to Super 8* (Small Format Audio Visual, Inc., 95 Harvey St., Cambridge, MA 02140; $5.00) is a 52-page publication that lists many rare Super 8 cameras, recorders, mixers, editors, projectors and other equipment and duplicating services; it is a must for any serious filmer in 8 or Super 8. A recent article in it tells about a college professor who was preparing to film a documentary in China but who was not allowed to use 16mm film for his sample segment. He was given the option of using 35mm slides, ½" videotape or Super 8mm film. The professor chose the Super 8 format, later transferring the filmed footage to a ¾" videotape master using a Rank Sintel Scanner equipped to take Super 8. During the transfer, several of the technicians stuck their heads in to ask if the picture on their monitors was actually 16mm.

It is possible to copy old movie footage to video format at home by projecting the film onto a flat-surfaced screen and shooting the projected image. Because of differences in scanning time between the film and video, however, the resulting tape will probably develop occasional black scroll lines which are objectionable. We recommend taking your film to a store specializing in conversion and let them do the work using equipment that will synchronize the two formats.

My initial attempts at having 8mm footage converted to VHS at a local shop were disappointing, probably because they used simple equipment. Professional equipment, very costly, would permit correction of underexposed scenes, improvement of color quality (especially on old, faded footage) and optimum sharpness. Readers who have had experience in conversion are welcome to write us about their results.

At the moment, Kodak and other companies are experimenting with an 8mm video format, and several such systems are now available, although they are often more costly than standard VHS or Beta format equipment—the compact size and light weight of their combination camera/recorders is their primary selling point, not cost. The 8mm video cassettes are similar in size to audio cassettes. Shown on small-screen TV monitors, quality is as good as the larger format. I have not seen 8mm video shown on a large screen set.

Video films are difficult to show to large groups, since equipment is cumbersome and image quality is still lacking. Railfan video is presently finding quite a market for home or small club use, however. Experimental work with video having much finer scan lines is now going on and will undoubtedly be the way to go in the future, with picture quality rivaling that of good motion picture film. Those in the business, however, observe that the "standards war" over the new high-resolution video will make the VHS/Beta battle look like a Sunday-school picnic by comparison, and the final products are likely to be many years away. We would not suggest holding off any anticipated purchase of video equipment waiting for the resolution of this one.

Video fans who'd like a trip over Whit Towers' famed HO-scale Alturas & Lone Pine model railroad can now do it in their easy chair at home. Our new videotape, "ALP Way Freight," takes you for a trip over this famed California pike. (Carstens Video: VHS 03001 or Beta 03002, $39.95. N.J. residents add sales tax. At hobby shops or direct from our Reader Book Service).

RAILFAN & RAILROAD

January 1986/vol. 6 no. 1

RAILROAD / founded 1906 / vol. 108 no. 8

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Cover

A surviving example of EMD's post-WWII prosperity was Santa Fe F3 21C, built in 1946, entrusted in January 1969 to run alone with the nation's hottest piggyback train, the *Super-C*. A year after the premium-tariff speedster hit the rails, it was carrying only five loaded flats—the mail contract and tonnage came later. Read about the controversial government ruling that gave EMD a monopoly on the production of road freight diesels during WWII, beginning on page 36. A night photo session at the Railroad Museum of Pennsylvania on August 22 was part of the NRHS 50th Anniversary Convention and featured simulated steaming of PRR E6 460 and K4 3750. Convention coverage begins on page 45. For the story of another K4, see page 62. Two photos: Jim Boyd.

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Fanmail

CPR GP30s and GP35s

After reading your article on CP Rail's prairie branches, I note an oversight. Bohi and Kozma did the article in 1984, but the motive power policy dates back to 1982 when CP Rail reassigned its 26 5000-series Road Freight class (GP30s/GP35s) to Road Switcher class to assist the GP38ACs. The authors seem to think that only MLW RS23s and C424s and GMD GP9s and GP38-2s roam the branches, overlooking those GP30s and GP35s. The GP30s are of special interest, as they are the only two in Canada. All of the road switchers call the Winnipeg Diesel Shop home.

Also note, the following RS23s call Sutherland (Saskatoon) home: 8013, 14, 15, 16, 17, 18 and 25. As mentioned, 8013-18 are the lightweight version, and 8025 is of the heavier type. All of the above units work the Sutherland-Lanigan-Prince Albert branches. And note that CP 8013, 15, 16, 20 and 25 have been in Winnipeg Weston Shops for recent overhaul.

BRIAN P. SCHUFF
Winnipeg, Man.

Prairies and flashbulbs

Anyone who thinks picturesque railroading only happens in mountains would be advised to pick up the September issue of R&R. I found "Where the SD40-2s don't roam" fascinating, particularly since Pennsy steam puts me to sleep.

Also, the play-by-play on Dale Sanders' North Fork Big Shot was great. It's amazing to see what can happen when a highly professional group of railfans joins forces with a railroad whose public relations staff does a lot more than just handle phone calls from the media after a big wreck. Let's hope this is the start of more cooperative efforts between fans and rail management. Hats off to Dale and the UP!

DAVID R. BUSSE
Diamond Bar, Cal.

Night Shot?

Well, those guys sure fooled me (on the North Fork night shot on page 67 of the September issue). I thought that was a pic taken in full sunlight! Only after I got into the article on page 20 did I go back for a second look. Even then I found it hard to believe that was done in the dark of night. Oh well.

Ken Murry's Strasburg 7002/1223 doubleheader shot on page 36 did make it, though. One of the best "Pennsy" shots I've ever seen. I could hear that pic talking to me. The soft whisper of steam from the cylinders; the rasping roar of blowers building steam; the blubbering of lifted pops; the "*chunk*" of scoop heels on the firedoor rings as the ashcats stoked hungry fires. And above all else the pealing of "P. Company" bells as the old *St. Louis Day Express* awaited the "*Phweet—Phweet*" of the air communication whistle to get away from Weirton Junction or Jewett or Scio or. . . . Very nice indeed!

J.J.YOUNG, JR.
Binghamton, N.Y.

The Pennsy Atlantic

Your story in the September issue on Pennsy Atlantic 8063 was one of the most fascinating steam restoration articles I've ever read. I've been to the Strasburg R.R. and seen the quaity of the work they do. They're a class act, and I wish them the best. The shots of the 7002 nee 8063 doubleheading with 1223 were almost eerie!

With all due respect, I must point out one minor discrepancy: Atlantic 7002 is *almost* "the oldest American-built former main line steam locomotive in scheduled service in this country." SP 1744, a Baldwin 2-6-0 running in Utah on the Heber Creeper, about 50 miles southeast of Salt Lake City, was built in 1901. It makes two 32-mile roundtrips a day all summer and into fall if the snows don't get too deep.

Also, how do you pronounce the name "Moedinger?"

R.G. BATTLES
Concord, Cal.

It is pronounced just like it's spelled: MOE-dinger (as in mow your lawn).—J.B.

More CV RSIIs

I really enjoyed Bram Bailey's fine piece on the CV RSIIs, but I was a bit shocked by his opening and closing paragraphs. If he is right and all the CV Alcos are dead except for the four working on the GT in Maine, then I've been seeing ghosts.

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evening a CV train rolls down the branch line a half mile from my house on its way from St. Albans to the Burlington waterfront to swap cars with the Vermont Railway. The power on this short (usually ten to 20 car) train, which arrives in Burlington normally between 5:30 and 8:30 p.m., is almost always 3606 and 3612, two of the "dead" Alcos.

These same two units sometimes draw the assignment of hauling the woodchip train from Swanton to Burlington's McNeil Generating Station. Lately, though, their journeys through my neighborhood have slackened—the woodchip train is on furlough until the end of October due to an unpopular oversupply of woodchips at the power plant.

So the good news for New England Alco fans is that there are at least two RS11s alive and well and living in western Vermont!

ANDREW ALBRIGHT
Winooski, Vt.

The South Paris Switcher

I enjoyed the piece on the "South Paris Switcher" by Bram Bailey in the September R&R. On page 35 he mentions the GT connection to Maine Central's (Guilford) Rigby Yard via the street trackage along Commercial Street in Portland. Your readers should get their pix of this operation *now*! When I visited the GT office in Portland in October 1984, just weeks before the trestle burned, I was told that Guilford has closed that Commercial Street route as an interchange gateway. Indeed, the track was clearly out of service. Obviously, the Back Cove trestle fire forced the resusitation of the Commercial Street track to reach GT's small downtown facility. If the recent past is precedent, it would be wise to presume that the street trackage will be shut down again, permanently, when the trestle is rebuilt.

GREG NAZAROW
Stow, Mass.

Treble trouble

When you list phonograph records in RAILROADIANA, it would be useful if you could say something about the sound quality. While the content of the Western Maryland Society's records is just fine, Semaphore's production is one of the most unbalanced I've ever put on a turntable, with the sound way out in the treble stratosphere. Only a combination of amplifier controls and switchable-response speakers made these WM records tolerable to the ear. Once balanced, they are pure pleasure.

ROBERT CLARK
Altamonte Springs, Fla.

When we do a formal review, we will comment on such things, but in a simple "release announcement" like that one, it is often impossible to make a full evaluation. In the case of the WM record, I played a couple of cuts and noticed no particular problem, though I couldn't give it an hour of undivided attention—J.B.

Railroadiana

What's new?

We at Carstens now have out a new 116-page softcover pictorial by Bob Warren and Fred Clark, Jr., entitled "Seaboard Coast Line," featuring post-ACL/SAL merger action in the state of Florida. The photo reproduction is excellent and the layout work interesting on subject matter that ranges from old Alcos to Seaboard System power—with a few pre-merger views to set the scene. The SCL used quite a variety of power, and in addition to the expected big, black U-boats you'll find C630s and C420s, Baldwins, pool power, Amtrak units, RS3s and GP30s, plus resident and visiting steam locomotives. It should make for fine reading on a cold, winter night. The price is $15.95 postpaid from *Carstens Publications*, P.O. Box 700, Newton, NJ 07860.

One of the few things that appeared in the old *Railroad* for which we could not acquire the reprint rights when we bought out the magazine in 1979 was Carl Fallberg's series of drawings on the Fiddletown & Copperopolis. Fallberg had retained the rights to his material and had produced a book of it back

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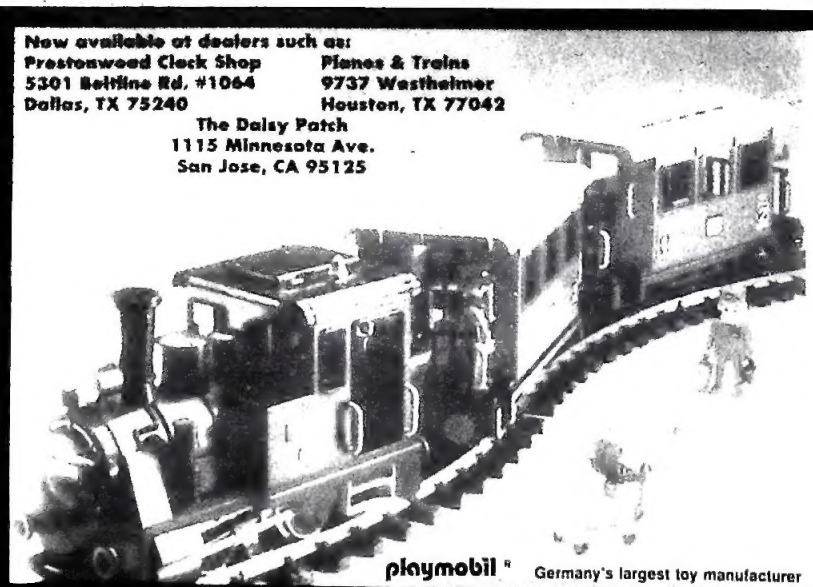

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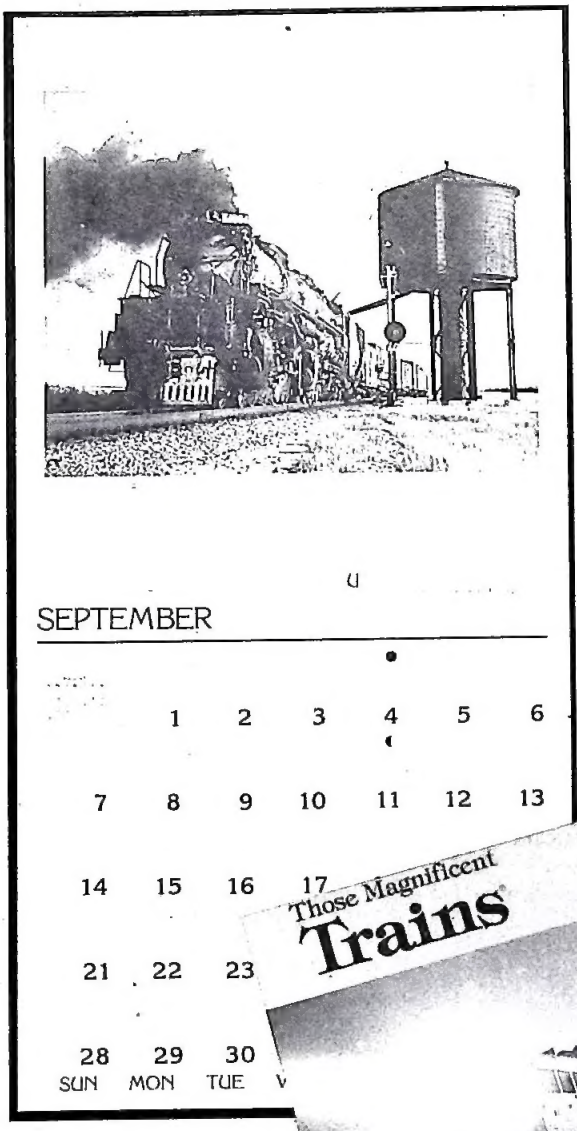

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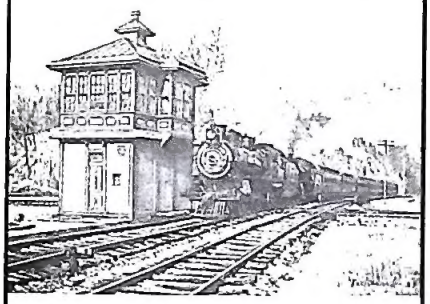

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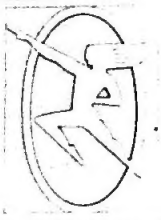

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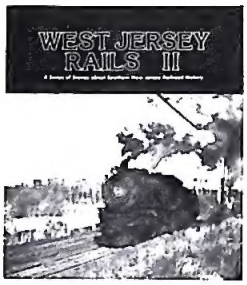

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in the 1960s; we are delighted to see that Don Heimburger has just published a second edition of the timeless F&C book. Very handsomely reproduced in a 144-page 9½"×6⅛" softcover, *Fiddletown & Copperopolis* puts the lore of this amazing mountain narrow gauge "empire of the imagination" in one totally delightful package. The price is $9.95 plus $2.00 postage from *Heimburger House Publishing Co.*, 310 Lathrop Ave., River Forest, IL 60305.

The Indiana Transportation Museum has undertaken the ambitious project of restoring Nickel Plate USRA Light Mikado 587 to serviceable condition, and they are making substantial progress in that direction, anticipating test runs by next spring. As a fund-raising program, they are offering an unusually fine selection of souvenir items. The biggest is a limited edition full color poster of a very handsome painting by Frank Vietor of the 587 passing Indianapolis Union Station. The 24"×30" heavy-stock poster is shipped rolled in a tube and is a truly beautiful job. The price is $25.00.

They also have a line of 587 insignia clothing manufactured by Logo-7 of Indianapolis, the official garment supplier for the National Football League. The black with gold embroidered insignia windbreaker is $22.00, while golf shirts in white, gold or navy with embroidered insignia are $18.00. Polo shirts of the same options are $16.50. All are in adult sizes S, M, L and XL. They also have black T-shirts with gold decoration in adult sizes for $8.00 or childrens' sizes for $6.00. And there's a black and gold cap for $5.50.

There are two other items, however, worthy of special note. The first is a 45 r.p.m. phonograph record of the 587's own ballad, "The 587 . . . She's a Survivor," written and performed by Lejo Harmeson. In a modern bluegrass style, it's an upbeat and very worthwhile recording that will be a "must" for any collector of railroad music—I can't wait for the 587 to hit the road so that I can use the 3½-minute cut for a tape/slide show. The flip side has just the instrumental tracks with the vocal left off. The record sells for $3.00. The final item is a piece of the 587 herself: a four-inch-long section of boiler tube, neatly mounted on a hardwood base—the inside is fire-rusted and the outside is waterscaled from a working locomotive. Walt Lankenau took one look at and observed, "a banana holder if I ever saw one." Chris D'Amato's lunch proved he was right. The souvenir 587 banana holder sells for $7.50.

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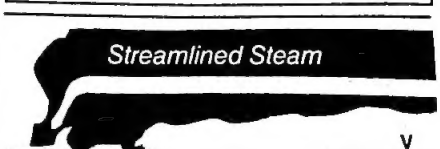

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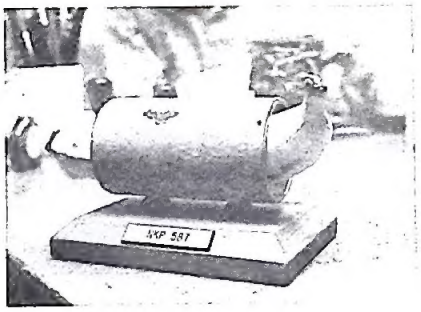

tion. The souvenir items can be ordered from the *Friends of 587 Committee*, Indiana Transportation Museum, P.O. Box 587, Indianapolis, IN 46206.

An attractive full-color book featuring 34 tourist railroads/museums from coast to coast and then some (Hawaii) is *Great American Scenic Railroads* by Terry Berger and Robert Reed and published by E.P. Dutton of New York (available at bookstores or through Carstens Book Depot). The 114-page 7¾"×10" softcover features good reproduction and interesting photography on railroads like the D&SNG, C&TS, Strasburg, Texas State, Sierra, BCR, Algoma Central, Mid-Continent Railway Museum, Cuyahoga Valley, Hocking Valley and Connecticut Valley along with many others. It sells for $12.95.

Color covers and inside color pages highlight very good b&w photo reproduction in *Iron Horses across the Garden State*, a look at the lines in New Jersey between New York and Philadelphia by Joel Rosenbaum and

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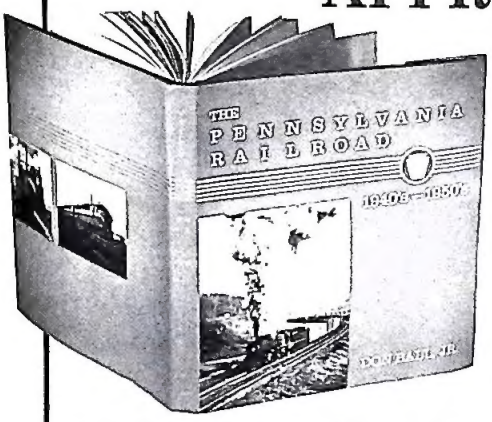

As those of you who ordered the book know, we have run into several unforseeable production delays. This, coupled with Mr. Ball's injuries sustained in a pedestrian/car accident, has contributed to the delay of publication.

The good news is that the book will feature more pages of colorful photos at the same price of $39.95! Please check previous issues of Railfan for details on the special pre-publication offer of the limited collector's edition that is being offered only through Elm Tree Books on a first come, first serve reservation basis.

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Tom Gallo. The action is mostly Pennsy and Reading with a little CNJ and B&O along with PC and Amtrak. Maps and timetables help tell the tale of this busy passenger corridor and its history of steam, electric and diesel operation. The 82-page 8½"×11" softcover is printed on heav stock and sells for $12.95 plus $1.50 UPS (please include a deliverable street address; N.J. res. add 6% tax) from *Railpace*, P.O. Box 927, Piscataway, NJ 08854.

Calendar Call

This is turning out to be a great year for railfan calendars, with the overall quality constantly improving. Incidentally, permit here a restatement of the one ground rule for this column: to ensure a fair evaluation and guarantee availability, we must have a sample of the calendar at the R&R office; we will not review from a press release.

And speaking of quality, they don't come much better than a couple of the newest full color offerings. The "Don Ball, Jr., 1986 Railroad Calendar" from *W.W. Norton & Co.*, 500 Fifth Ave., New York, NY 10110, features gorgeous reproduction and interesting page layout on scenes including Steamtown's 2317 entering Nay Aug Tunnel, B&M Geeps in the snow, an IC 4-8-2, Octoraro/TP&W RS2, Metro-North FL9, NYC lightning-striped P-motor and FM C-Liners, *Daylight* 4449 and a dazzling E9, a study in green and yellow with CV and GMR units, an off-beet view of SP's Chatsworth Rocks (no, that's not a typo), a Santa Fe SD45-2, Amtrak's SFZ and the ever-present UP 4-12-2. The big 12"×23½" folded-out wall calendar sells for $8.95 postpaid (N.Y. and Cal. res. add sales tax).

In the same size format is the beautiful "America's Exciting Trains 1986" from *Bo-Tree Productions*, 1137 San Antonio Road, Palo Alto, CA 94303. The color reproduction is superb, and each month has one large photo and one or two accent photos—all in color—of subjects that include Alaska Railroad units, the *Rio Grande Zephyr*, N&W 611, IC E-units, Chessie 614, BN F45s, classic Santa Fe warbonnet Fs and a PA, UP 8444, red GG1 4877 at night, SP "Black Widow" Fs, RI blue Geeps and WP GP40s. It sells for $7.95 plus $1.75 for shipping.

Of course, one of the finest traditions in railroad calendars is Don Wood's "All Pennsy 1986 Calendar" from *Audio-Visual Designs*, P.O. Box 24, Earlton, NY 12058. This big wall calendar features individual pebble grain 16"×22" sheets with a metal top spine and starts off with a color view of a

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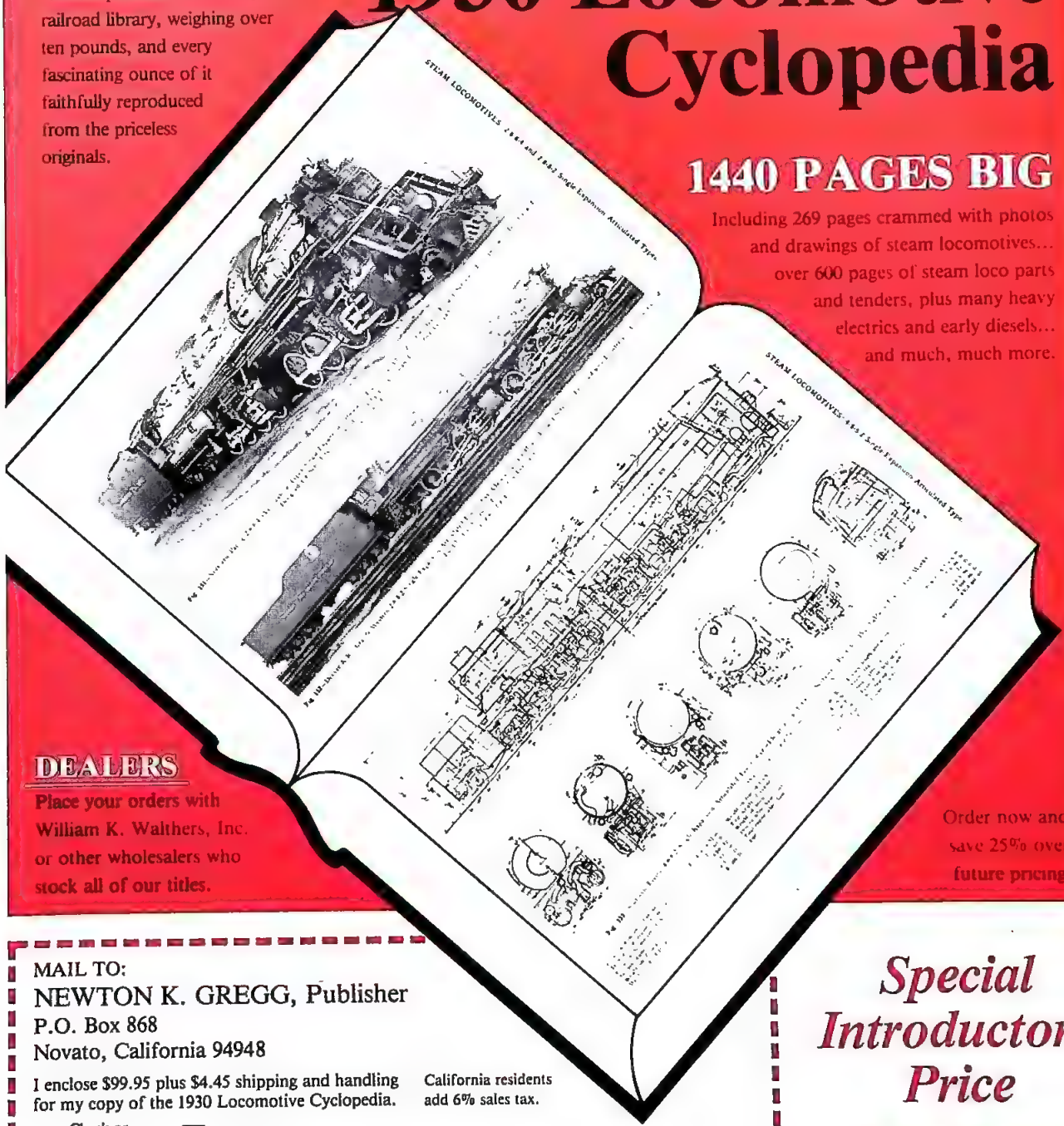

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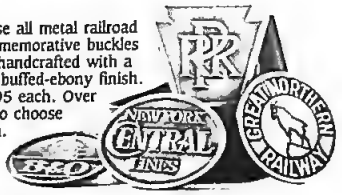

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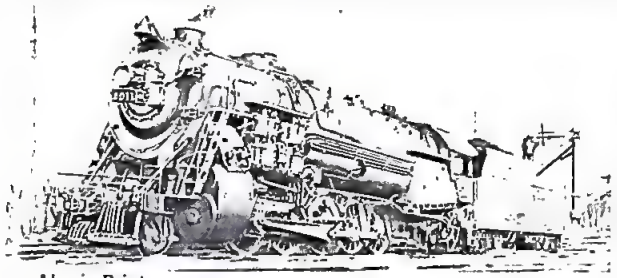

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K4 at South Amboy. The following b&w PRR subjects include Fs in the Juniata Valley, an E6 and G5, three GG1s in multiple, another E6, all sorts of vintage diesels tied up at Altoona during a strike in 1960, a 2-10-0, E44s, an M1a in full cry, the *Aerotrain*, a 4-4-0 at Ft. Wayne in 1925 (no, Don Wood didn't shoot that one) and doubleheaded L1s. It sells for $6.00 postpaid (N.Y. res. add tax). Incidentally, available from the same address is Don Wood's new book (with Joel Rosenbaum and Tom Gallo) "The Unique New York & Long Branch." We have not seen a copy yet, but judging by Audio-Visual's usual standards and Wood's obvious qualifications on the subject, it should be a beauty. The price is $25.95 postpaid. If you order the book before January 1, 1986, they will include free a $4.95 tape cassette "Sounds of the NY&LB."

An interesting and unusual format is the 11"×17" individual-sheet wall calendar "Southern Steam Portraits" from the *Old Smoky Railway Museum*, P.O. Box 601, Knoxville, TN 37901. The heavy gloss-stock sheets are scored top and bottom so that the photos can be removed. The b&w reproduction is quite good, and the vintage scenes include a Southern 4-6-0, Ps2 light Pacific, 0-6-0, three classes of 2-8-2s and 2-8-0s, a Ps4, 0-8-0, 2-10-2 and 4-8-2. The price is $7.95 plus $1.50 postage.

All of the following calendars are in the 11"×17" folded-out wall format.

Very handsome layout and color reproduction characterize the "Golden State Trolleys 1986 Calendar" from the *Orange Empire Railway Museum*, P.O. Box 548, Perris, CA 92370. The street scenes and action views include PE PCCs, owl cars and freight motors; S.F. Muni cars; L.A. Transit Lines; two San Diego scenes; the Key System and an SN heavyweight and Chico Birneys. It sells for $5.95 plus 50¢ shipping. Also available from the same address is the black & white "Great Days of Steam Railroading & Trolleys" with fine photo reproduction on scenes including an MP engine terminal, D&RGW 4-8-4 on Tennessee Pass, an SP 4-8-2, CA&E interurbans, an NdeM 2-8-2, a CPR G5 4-6-2, N&W Y6, West Side Shays, AT&SF 2-10-2s on Raton, an NYC Hudson, CB&Q O5a, Milwaukee rebuilt boxcab electrics, an NP 4-6-6-4 and a CN doodlebug. Detailed descriptions of the photos are included inside the back cover. The steam calendar sells for $4.50 plus 50¢ shipping.

An unexpected new entry is the full color "Long Island Railroad 1986 Calendar" from the *Long Island Sunrise Trail Chapter NRHS*, c/o D. Morrison, P.O. Box 583, Hick-

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sville, NY 11801. LIRR subjects include vintage and contemporary diesels, steam and m.u.s. The color reproduction is good, though a few of the originals are slightly soft. The price is $5.00 plus $1.00 postage and handling (N.Y. res. add tax).

Very fine color reproduction on the cover view of DL&W F-units and an inside shot of LV yellow and gray C420s highlight the otherwise black & white 1986 Calendar from the *Anthracite Railroads Historical Society*, P.O. Box 119, Bridgeport, PA 19405. The b&w action views include a DL&W 0-8-0 and FT/F3 set; L&NE RS2s with a snowplow and FAs at Lehigh Gap; L&HR C420s; Reading 4-8-4 and F7s; a CNJ camelback 4-6-0 plus a scene of Baldwins, Alcos and EMDs in the Bethlehem engine terminal; and Lehigh Valley PAs plus a 1907 scene of camelback 4-6-0s. It sells for $4.75 plus $1.25 First Class postage.

Quite a variety of subjects and eras is included in the "1986 Inland Empire Railroad Calendar" from the *Inland Empire Railway Historical Society*, P.O. Box 5334, Spokane, WA 99205. With good photo reproduction, it kicks off with a color view of an NP 2-8-2 on the cover and then follows with b&w scenes including the NP yard in Wallace, Idaho, in the 1890s, Amtrak at Spokane, UP GP38-2s, a Spokane Traction trolley, an Idaho Northern Shay on a log train, Milwaukee SDs, NP and Spokane International 0-6-0s, Spokane & Inland freight motors on a circus train, a GN 2-8-2, an SP&S Challenger and some other area views. The price is $5.00 postpaid.

The "1986 Railroading in Kansas Calendar" from the *Wichita Chapter NRHS*, P.O. Box 2017C, Wichita, KS 67201, has good photo reproduction on contemporary and vintage scenes including AT&SF U30CGs, GP39s and freight Fs; RI 4-6-2, 2-8-0 and a BL2; an Arkansas Valley interurban; MP SD40-2s; a Santa Fe mixed behind an Alco switcher; a Frisco 4-6-0 and AT&SF 2-10-2 and 4-6-4. It sells for $4.50 postpaid.

The "1986 Calendar Pennsylvania Steam Collector's Edition" from the *Friends of the Railroad Museum of Pennsylvania*, P.O. Box 15, Rt. 741 East, Strasburg, PA 17579, features good photo reproduction on scenes of railroading within the state. In addition to a PRR 4-4-4-4, an L1 on Rockville Bridge and doubleheaded I1s; you'll find Reading 2-8-0s, a 4-6-2 and 4-8-4 2124 at night; a B&LE 4-4-0; a P&LE 4-4-2; a D&H 2-8-0; a DL&W 4-6-2; a Ma&Pa 2-8-0; an LV 1880s 4-4-0 and a Reichley Brothers Shay plus Strasburg's PRR 4-4-2 7002. The price is $3.50 plus $1.00 postage and handling.

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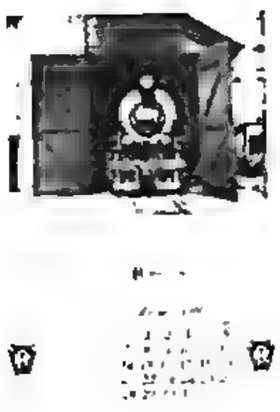

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Beautiful vintage action scenes by David W. Salter are nicely reproduced on heavy stock in the 1986 Calendar from the *Atlanta Chapter NRHS*, P.O. Box 13132, Atlanta, GA 30324. The subjects include Southern's streamlined Ps4, doubleheaded 2-8-2s and a 2-8-8-2; an L&N 4-8-2 and 4-6-2; NC&StL "Yellow Jacket" 4-8-4 and 4-8-2/4-8-4 doubleheader; a Gainesville Midland fantrip; a WofA 4-8-2, A&WP 2-8-2 and Georgia Road 4-6-2 plus an ACL 4-8-2 and Seaboard 2-10-2. The price is $5.00 postpaid.

The *Reading Company Technical & Historical Society*, P.O. Box 5143, Reading, PA 19612, has very good photo reproduction on their "1986 Reading Railroad Calendar" including three full color scenes (a night view of the interior of Philly's Reading Terminal, an Air Brake & Diesel Instruction Car and a 4-8-4 Rambles doubleheader) and b&w renditions of a big 4-6-2 and 2-8-0; a camelback 2-8-0, 4-6-0 and 0-8-0; a quartet of GP7s and a few other equipment and location scenes. The price postpaid is a $5.00 donation.

Traction Publications **by Joe L. Diaz**

RED ARROW, *The First Hundred Years, 1848-1948*, by Ronald De Graw, Interurbans Special 96, published by Interurbans Press, P.O.Box 6444, Glendale, CA 91205, is a 189-page 8½"×11" hardbound that sells for $31.95 plus $1.50 shipping and handling. Ron De Graw's original *Red Arrow*, Haverford Press 1972, was a landmark book in size and content and is today a very valuable volume, long out of print. He has now undertaken an expansion and revision of the story of Philadelphia's Red Arrow Lines with this outstanding book, the first of three volumes.

The dust jacket painting shows activity at the throat of the 69th Street Terminal, a fitting beginning for a well-researched story of this modern suburban system that evolved from a plank road that became a horsecar operation. Its vast variety of electric rolling stock is well illustrated in action and roster views. There are over 180 photos and 15 maps, plus reproductions of tickets, timetables, documents and literature. Several track diagrams clearly illustrate the evolution of the track at 69th Street. A very complete and detailed roster is included. This is an attractive book with good photo reproduction and attractive layout.

Book Reviews

Northern Pacific Supersteam Era, 1925-1945, by Robert L. Frey and Lorenz P. Schrenk, published by Golden West Books, P.O. Box 80250, San Marino, CA 91108. 226 8½"×11" pages, hardcover. $44.95.

Confession time: I've long felt that the Northern Pacific A-5 4-8-4 was about as handsome a machine as ever turned a flanged wheel. So when it comes to a book about NP 4-8-4s, 2-8-8-4s and Challengers, I am not in need of faith conversion to become a believer. From its breathtaking dust jacket painting to its detailed rosters, though, this book delivers everything its title promises, whether you're "just" a steam fan

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or an avid devotee of the Main Street of the Northwest.

Handsomely laid out and featuring photo selection and reproduction that is simply excellent, this book gives a quick overview of the history and geography of the NP and then delves into a study of its post-1925 modern steam locomotives. The manuscript was initially developed doctoral dissertation by Bob Frey and then expanded into a format suitable for general consumption. The text is detailed but very readable and entertaining, and the pictures are almost worth the price on their own—throw in the two superb Harlan Hiney 4-8-4 paintings and Howard Fogg's 4-6-6-4 in full color, and the book probably *is* worth its price for the graphics alone. Although the book has a few erratic moments (some photo/caption transpositions, the authors' confusion between B&M and B&A 2-8-4s and an overlooking of the NP-designed SP&S 700 during a lament that no NP 4-8-4s have been preserved, for instance), the research was obviously thorough, and the authors have brought considerable insight into how and why the NP engines were designed the way they were. It also clearly shows how inexact the science of steam locomotive development and testing was, even in its heyday. The battles between the field engineers and the "ivory tower" front office and the reluctance of traditional motive power men to accept roller bearings has an all-too-familiar ring to it. And in the era of computer testing of damn near everything, it is fascinating to read about the NP's rather crude experiments with firebox and grate design to develop locomotives that could burn the cheap and available low-grade Rosebud coal.

Of course, the full story of the Timken "Four Aces" 4-8-4 demonstrator is told in detail, including the ironic twist that it was ultimately sold to the NP—a railroad that was not particularly impressed with that outlander's performance. You'll have to read the book to learn why; I won't blow the plot.

This book is a quality production from beginning to end, and all involved with it deserve high marks—J.B.

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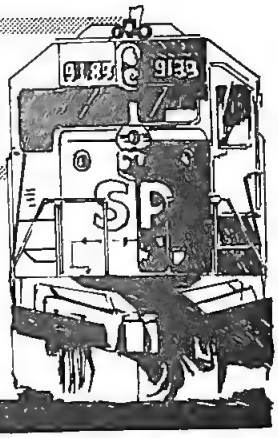

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RAILFAN EVENTS

STOCKTON, CALIFORNIA, February 22. "Winterail '86," eighth annual rail photography exposition featuring the work of Mark Hemphill, Mel Patrick, John E. Shaw, Richard Steinheimer and others in both multi-media slide presentations and movies. Also flea market (tables available upon request), photo contests and door prizes. Admission $7 in advance by mail or $10 at door (children ages 5-12 half fare). Scottish Rite Temple, 33 W. Alpine Ave., Stockton, Ca., 10am-9:30pm. Contact: Dave Stanley, P.O.Box 8771, Stockton, CA 95208-0771 (send large SSAE, please).

RAILROADIANA MEETS

PHILADELPHIA, PENNSYLVANIA, December 1. Elmwood Valley Railroad Club Train Meet & Flea Market, 10am-3pm, KofC Hall, Bishop Ave. and Baltimore Pike, Springfield, Del. Co., Penn. Adults $2, kids under 12 free. Contact: Joan Marra, 6539 Elmwood Ave., Philadelphia, PA 19142; 215/365-8408

INDIANAPOLIS, INDIANA, December 7. Model Railroad & Railroadiana Swap Meet & Sale at St.Joseph Church, 1375 S. Mickley Ave., 11am-4pm. Admission $1, family $2. Tables $6 in advance, $10 at door. Contact: Rudy Stanko, 8601 Stonewall Dr., Indianapolis, IN 46231; 317/243-7249.

FORT WAYNE, INDIANA, December 7. Antique & Collectable Train Flea Market & Toy Show at The Lantern, 4420 Ardmore, Ave., 11am-4pm. 8-foot tables available, $8 in advance. Contact: Royce Hutchinson, 7112 Baer Road, Ft.Wayne, IN 46809; 219/747-4485.

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations. For details, contact: James Madden, Railway Employees Activities Association, P.O.Box 16489, Rocky River, OH 44116; 216/476-0456.

Cleveland, Ohio, December 7-8. Holiday Inn, 111 Lakeside Ave., 10am-5pm. Admission $2, family $4.50, kids under 12 50¢.

Meentor, Ohio, February 7-9. Great Lakes Mall, 7850 Mentor Avenue. Friday and Saturday 10am-9pm, Sunday noon-5pm.

Canton, Ohio, February 14-16. Mellett Mall, 4196 Tuscarawas Street. Friday and Saturday 10am-9pm, Sunday noon-5pm.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations. For full information, contact: The Great American Train Show, 239 James Street, Bensenville, IL 60106; 312/766-4417.

Dallas, Texas, December 7-8. Dallas Convention Center, 650 S. Griffith.

St.Louis, Missouri, December 14-15. Keil Auditorium, 1416 Market St.

Cincinnati, Ohio, December 21-22. Cincinnati Convention Center, 525 Elm St.

Milwaukee, Wisconsin, January 4-5. Mecca Convention Center, 500 W. Kilbourn Ave.

Kansas City, Missouri, March 8-9. Kansas City Municipal Auditorium Exhibition Hall, 14th & Central.

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information. Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

Timonium, Maryland, December 7-8, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 14-15, Philadelphia Civic Center.

Hauppauge, L.I., New York, January 25-26. Colonie Hill.

NIAGARA FALLS, NEW YORK, December 7-8. Toy Train Collectors Society Train Show, Sale & Swap Meet at Niagara Falls Convention Center, 1-6pm Saturday and 10am-4pm Sunday. Contact: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303.

WILLIAMSPORT, PENNSYLVANIA, December 8. Whistle Stop Train Meet hosted by Bethlehem Steel Railroad Club at Quality Inn, Route 15 South in South Williamsport, 9am-4pm. Admission $2, kids under 12 free. Tables $5. Contact: Jim Stabley, 208 Beech Street, South Williamsport, PA 17701; 717/323-8883.

KITTANNING, PENNSYLVANIA, December 8. Central Armstrong Model Railroad Train Show—Third Annual Christmas Show, featuring Santa at 1pm. Kittanning Township Fire Hall, E. Rte. 422, 10am-4pm. Adults $2.50, kids under 12 free. Contact: James W. Boyer, RD2, Ford City, PA 16226; 412/763-8327.

GILBERTSVILLE, PENNSYLVANIA, December 8. Train Show at Gilbertsville Firehouse on Rte.73, just south of Rte.100. 9am-3pm. Adults pre-registration $1, at door $2. Spouse and kids under 12 free. Contact: Mark Lehmann, 64 E. Moreland Rd., Hatboro, PA 19040; 215/675-1693.

CHARLOTTESVILLE, NORTH CAROLINA, December 14. Piedmont Carolina Model Train & Hobby Meet in the Grand Hall at Heritage U.S.A., 177 south to U.S.21. 9:30am-3:30pm. Admission $2. Contact: David Summerford, Rt.1 Box 41, Pineville, NC 28134; 704/588-0147 or 377-2582.

CLEVELAND, OHIO, January 11. West Park Model Railroaders Railroadiana Meet at UAW Hall, 5615 Chevrolet Blvd., Parma, Ohio, 10am-4pm. Adults $2, kids 6-12 50¢. Contact: Lewis Warren, 15313 William Ave., Cleveland, OH 44135; 216/676-8120.

TOY TRAIN COLLECTORS SOCIETY will hold their Train Show, Sale & Swap Meets at the following locations and dates. Contact: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303.

Utica, New York, January 19; Union Station on Main Street, 11am-4pm.

Cheektowaga, New York, February 16; Hearthstone Manor on Dick Road, 11am-4pm.

Rochester, New York, March 9; Monroe County Fairgrounds, Minett Hall, 11am-4pm.

SPOKANE, WASHINGTON, February 2. Spokane Model Engineers 10th Annual Swap Meet at the Sheraton Hotel, 10am-4pm. Adults $2, kids under 12 free with adult. Dealer tables $12.50. Contact: Bruce Lochhead, N. 1617 Farr Rd., Spokane, WA 99206; 509/924-9313.

MALDEN, MASSACHUSETTS, February 2. Mystic Valley Railway Society's "Rail-A-Rama" at Malden's Summerside Lodge (the former-B&M railroad station), 53 Summer Street, a short distance from the Malden Center MBTA station. 10am-4pm. Featuring dealer tables, exhibits operating model railroad displays, movies and door prizes. Lots of railroadiana. Adults $1, kids under 12 50¢, family maximum $2. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or (24 hours) 617/361-4445.

JACKSONVILLE, FLORIDA, February 8. Southeastern Railroadiana Collectors 7th Annual Railroadiana/Model Train Sale & Trade Show at the Thunderbird Resort Hotel, 5865 Arlington Expressway, 9am-4pm. Adults $2, kids 12 and under free. Tables $20. Contact (large SSAE, please): Jack Martin, 4183 Paran Pines Drive, Atlanta, GA 30327.

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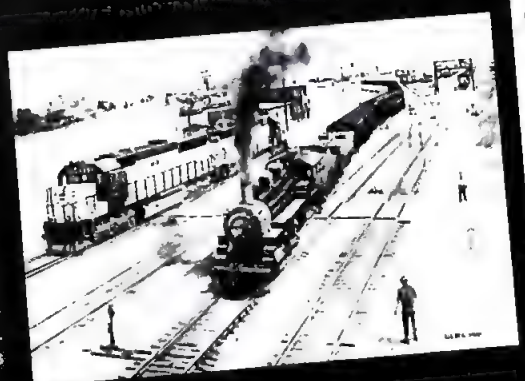

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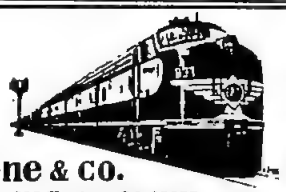

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Filing those slides

Everybody and his kid brother has a theory on this one, but nobody has ever found the perfect system that will work for themselves, let alone anyone else. Many systems *almost* work, but they all seem to have one drawback or another. And after every sunny weekend, the slide collection gets bigger and the mess becomes greater.

The biggest drawback of almost any filing system is labor intensity. Labeling, cataloging and filing each slide is a lofty ideal, but at the rate that I take pictures, I could keep a full-time secretary employed doing nothing else. And from what I've observed of human nature, any system that requires a lot of work to keep it up to date will become hopelessly out of date rather quickly unless your hobby is data management rather than railfanning. This philosophy applies to any filing system, whether it is one of notations on each slide or a computerized catalog system.

Over the years I have developed a system that is far from perfect but works reasonably well and is about as compact as you can get. "Developed" is almost too strong a word, for my system happened more by default than by planning. Stated simply, I store my slides in their original yellow Kodak cardboard boxes and I file them chronologically. It requires a minimum of filing effort and it is functional.

Why the Kodak boxes rather than trays or reels? Space. Plain and simple. I have about three dozen "programs" in Carousel or the old Sawyers rotary trays, and they take up way too much space to be useful for anything other than special applications. And I find that at any given time, only one or two of the programs are complete enough to be shown to an audience, for slides are often removed for "temporary" use elsewhere and seldom get put back where they belong.

Before buying my own Kodak Carousel projector a few years ago, I had a Sawyers projector that used a stack loader and either rectangular or rotary trays. I discovered that slides kept in the rotary trays have become bent from the constant pressure of the retaining springs, and I am removing all slides from those trays as time permits. This does not seem to be a problem with the Kodak Carousel trays, which use a retaining ring and apply no pressure to the slide mount itself. While I will put certain programs into Carousel trays, I much prefer to use the stack loader for day-to-day viewing.

To show how my filing system works, let's take for example the five-day trip I made to Colorado last May for the Challenger fantrip. I shot twelve rolls of Kodachrome 64, which were processed by Kodak and returned in the usual 36-exposure yellow boxes. As I went through the boxes I immediately noted the first and last subjects on each roll and the

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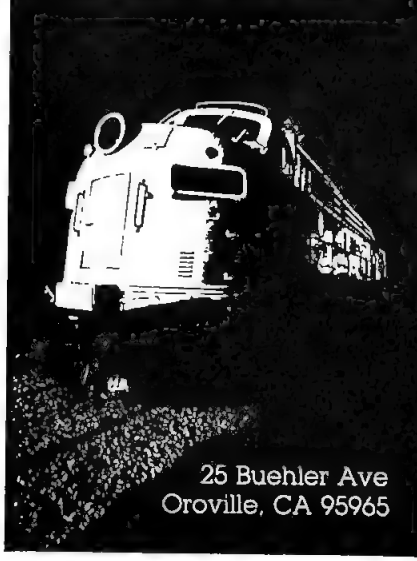

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date, for example, "Denver Saturday morning to Hermosa Tunnel, May 25, '85." Then, with all twelve boxes in order, I made my "editing run," sorting each box and eliminating duplicate, poorly exposed or irrelevant images. I always keep my stacks in the boxes ready for use in the stack loader by placing the first slides on the bottom left and the last on the top right. This way I can open the box and "double" the right stack atop the left stack and have all 36 slides in order and ready to project. It's quick and nearly foolproof—providing you don't get fumble-fingered and find yourself in a game of 36-Pickup.

As I edit the slides, I put the good ones back in the box and stack the rejects off to the side. On a typical trip, my editing rejection rate will be about 50%—my philosophy on the road is "when in doubt, shoot it," and this will often result in duplicate or unnecessary shots and bracketed exposures. As I boil down the program, I fill each box as I go with slides from the following boxes replacing the ones that have been edited out. This way the boxes remain full and slides will be less likely to shuffle themselves from one stack to another within the finished box. In addition to keeping the final selection in order, I try to keep the rejects in reasonable order, as well. When my Colorado program editing was complete, I had six full boxes for the final show and six boxes of rejects. The final show was notated on the boxes "UP85, 1 of 6," "2 of 6," etc. The rejects went into the last six boxes and were simply noted "UP85 Culls." I left the original location and date notations on the boxes, although they no longer accurately reflected the contents of the specific boxes. With the "X of 6" notations, I always know when I have the complete program, and keeping the culls in order is relatively unimportant. If I have the time or feel ambitious, I will go back and relabel the program boxes, but the system works reasonably well without it.

Incidentally, the terms "cull" or "reject" do not necessarily mean "bad," for they are often excellent shots that simply duplicate

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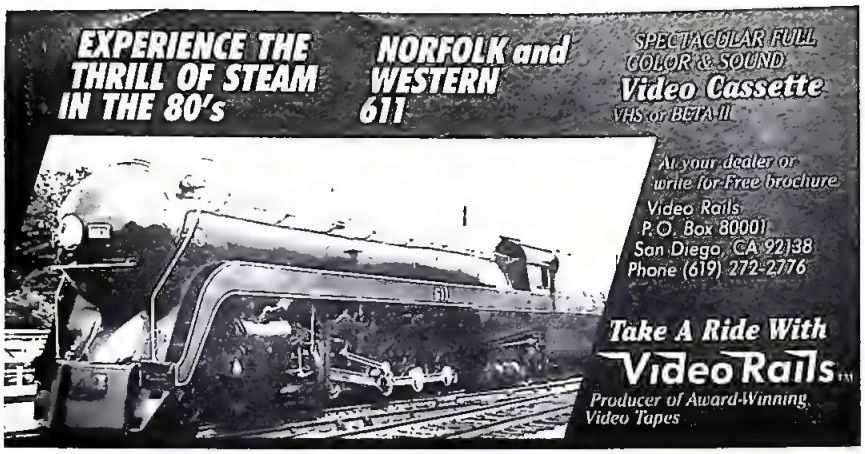
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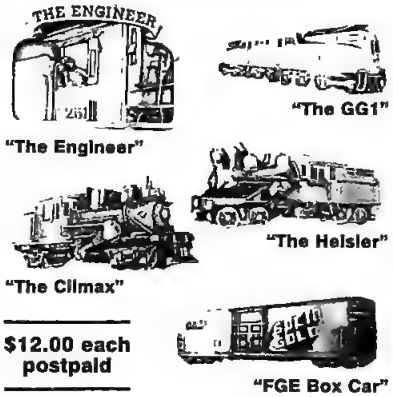

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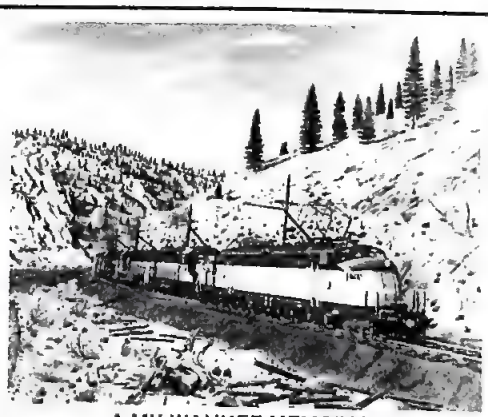

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others in the program. The Challenger shot on the November '85 issue came out of a Cull box when I noticed a small scratch on the similar shot in the program set; closer examination revealed that the reject shot had the pilot and telegraph pole separated and a more attractive positioning of the rods. I'd overlooked those details in my editing selection.

My basic filing and storage system is ridiculously simple. I find a cardboard box of sufficient size and simply label it for a calendar year. Then all the slides for that year are loaded in, and the filing is complete. When I set up my den for slide storage, I built a wall rack with six shelves 4½" deep and about six feet long with 6" spacing between the shelves. By stacking the yellow boxes four or five deep atop one another with the ends pointing outward, I can store an entire year's accumulation on each shelf rather than in a box; these shelves now hold 1971 through 1976. Until I make up more shelves or cabinets of some kind, I have one cardboard box for each year from 1977 to date and from 1970 back through 1966; 1965 and earlier all fit into one box.

That den also has a couple of shelves that hold all of my Carousel and Sawyers rotary trays, and I have a couple of enclosed book cabinets for holding boxes of slides that I'm "working with" for one reason or another. Remember that light can damage your slides, so any boxes of loose slides or unboxed rotary trays should be stored in a dark place.

With the infinite variety of rail subjects that I shoot, I find that time is the only universal factor and that chronological filing is the only one that is workable for me. If you keep a diary of your railfanning travels or log your photo ventures on an appointment calendar, you can keep fairly accurate track of what you shot when and can retrieve material with relative ease. Even at the rate that I shoot, I can run through a year's box of slides in about ten minutes if I'm looking for something. Just toss your logbook or calendar into the "year" box with the slides. Incidentally, I keep the cull boxes along with the good stuff in each year box.

In the years before 1967, my slides were kept in total chaos, often grouped by railroad or trip in HO gauge car kit boxes holding a couple hundred slides each. On one particularly dreadful occasion about 1970, I dropped a box of boxes and scrambled almost a decade of photography which I still haven't been able to sort out. However, I am going through that mess and sorting the subjects by railroad names into Carousel tray boxes

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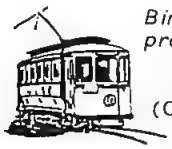

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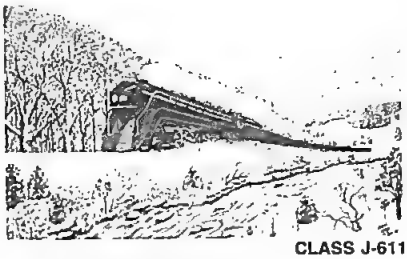

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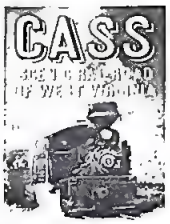

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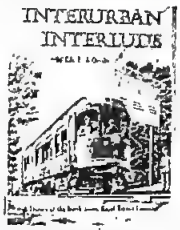

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or HO kit boxes, since I don't have a supply of yellow Kodak boxes for them. The chronological system works fine for sorting as-you-go with railfan trips and slides already grouped into yellow boxes; if you must sort individual slides on a one-time basis, however, a more specific system, such as railroad name, location or equipment type will probably be easier and more useful. I'll probably take all my earlier disorganized stuff and file it by railroad. Incidentally, if that dumping accident had happened with a year box of yellow boxes, the scramble would never have occurred, since I make no effort to organize the yellow boxes within the year box.

Different people shoot slides for different reasons, and their filing systems will reflect their varying needs. Slide swappers and roster shooters will often file in metal stack trays by locomotive type or railroad name. In my general railfanning style, I like to keep the trips together, and I find the yellow boxes the easiest and most space-efficient. The only thing I would stress about my system is to get the date—month/day/year—on every box as soon as you open it up for the first time. If you forget, though, Kodak prints the month and year on each slide mount, which is very helpful. I also use this chronological system for filing my black & white negatives, by putting each roll of negs (cut into six strips of six frames each) into envelopes marked with subject and date. It's amazing with just that information how quickly you can retrieve almost anything. I find that when a slide or negative gets lost, it's usually because it was used for something and not returned to the chronological file.

We'd like you to meet...

R. Daniel Cupper

The Liberation of PRR K4 1361 is Dan Cupper's first feature for R&R, but it is far from being his first railroad story. As a journalist who worked for newspapers in Pennsylvania and the Midwest for more than eleven years, Dan wrote hundreds of railroad stories and reported on other modes as well. He has flown at 1300 m.p.h. aboard the Concorde SST and covered many rail, air and bus "inaugural" and "last" runs. He has interviewed railroad presidents, governors and U.S. and foreign rail officials, and his work has appeared in the Boston *Globe* and the Philadelphia *Inquirer.*

As transportation writer for the Harrisburg (Pa.) *Patriot-News,* one of his main jobs was covering Amtrak and Conrail as each struggled for unity, competence and respectability—which he believes both have attained. In 1984 he became executive editor of the Pennsylvania High Speed Intercity Rail Passenger Commission, which oversees a state feasibility study that is investigating the possibility of 175-to-250 m.p.h. corridor service between Philadelphia, Harrisburg and Pittsburgh.

Dan, 35, is no stranger to that route, or to the Pennsylvania Railroad. A grandson and great-grandson of PRR men, he recalls his awe as a preschooler in Lewistown, Pa., standing on the station platform and watching the final parade of Pennsy main line steam. His first electric train set was headed by a Lionel PRR S2 steam turbine, of which he's still fond. Later, after his family moved to Pittsburgh, he rode the main line often between home and Penn State en route to a B.A. degree in journalism (1972). Harrisburg is home now for Dan and his wife Shirley, and their sons Scott, 6, and Ryan, 4.

For the last five years, Dan has used the journalistic discipline acquired in newspapering to write freelance articles of *Passenger Train Journal, Trains, Mass Transit* and *Speedlines* (a high-speed-rail trade newsletter). He is co-author of *Career of a Champion,* a Lancaster Chapter NRHS book about PRR's prototype GG1, 4800, and is currently working on a book about artist Grif Teller,

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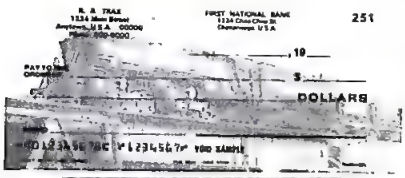

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who painted PRR advertising calendar scenes from 1928 to 1961.

A member of Harrisburg Chapter NRHS, Dan chairs its "Save Harrisburg's GG1" committee, which has raised more than $45,000 in grants and donations to buy and restore PRR GG1 4859 (the first G to haul a revenue train into Harrisburg) and display it at the Amtrak station.

He considers riding the cab of a French TGV Paris-Lyon express at 168 m.p.h. to be his most exciting rail experience. "But for sheer drama," he says, "watching that K4 come off the Curve at 2 m.p.h. is hard to beat."

Though it must seem that he views life through tuscan-red glasses, Dan confesses that he once played for the Green Team as a P&LE freight clerk.

While he was with the Harrisburg paper, the saddest railroad story he filed was a report on his ride aboard the last run of Amtrak's *National Limited;* the most rollicking, an account of Conrail's freight TV-2M, one of the few trains left in America that hauls cattle. It began: "Here's a train with Porterhouse instead of a porter, club steak instead of a club car, and New York strip instead of a New York sleeper."

Dan also is a student of public timetable history and has lectured numerous groups on the subject. He considers himself a born-again Christian and counts music and running among his other interests. Even in the latter, there is a railroad connection: He has twice completed the 26.2-mile Harrisburg Marathon—whose route partially follows and twice crosses Conrail's former PRR main line.

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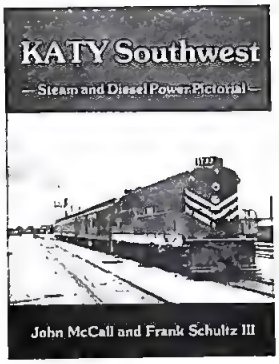

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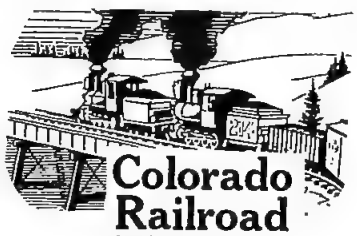

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Transit Currents

Pittsburgh opens the

After many years of waiting and several years of construction, the subway finally came to Pittsburgh. After some earlier open houses to show it off to the general public, the subway finally opened with free rides for anyone on July 3-6, 1985. And Pittsburgh isn't done yet with light rail improvements. The light rail line that will serve the Dormont and Mount Lebanon area will not be open until 1986. This line is being upgraded to LRT standards. The new light rapid transit cars cannot operate all the way to Drake and to Library or through the east side part of the two lines that reach from South Hills Junction to Castle Shannon. A tunnel is now being constructed in the Mount Lebanon and Dormont area under Washington Road between Shady Drive and McFarland Road which will permit the new LRT cars to reach downtown Pittsburgh.

The switchover to the subway was a bittersweet venture. For the first time in 126 years, there will be no streetcars on the surface of downtown Pittsburgh. The PCC cars that have been so familiar over the last 40 years will be running underground. The Smithfield Street bridge, half of which was utilized by trolleys for many decades, is now without them, and there is speculation on what options will be tried on the now-vacant half. Toward the end of summer 1985, the tracks on Smithfield, Wood Street and Fourth Avenue will be covered with asphalt. The traffic islands will be removed from Fort Pitt Boulevard and on Grant Street in front of the Baltimore & Ohio Railroad Station. All signs of the cars on the surface will be gone.

The celebration opening the subway started at 11:00 a.m., Wednesday, July 3, 1985, as light rail vehicle No. 4 broke through a ribbon strung across the tracks at the Steel Plaza subway station; that was the opening of the Pittsburgh streetcar subway.

Bryant Schmude was aboard LRV 4 at a few minutes past noon when the car sped smoothly from the platform and out of the old tunnel (built in 1864) that forms a part of the new underground in Pittsburgh. The car followed the new route over the old Panhandle railroad bridge, which is now a light rapid transit bridge, and then came down the ramp to the new Station Square trolley station in South Pittsburgh. The motorman changed ends, the car moved through a crossover and retraced its steps back up the ramp, over the bridge and into the subway.

While the hoopla was going on over the new subway, the PCC cars were riding out their last few days on the surface of city streets. Streetcars have a long history in the Steel City—the first horsecar operated along Penn Avenue in downtown Pittsburgh on August 6, 1859, and there have been cars running on the streets of downtown Pittsburgh ever since.

Bryant, writing about that last trip on the downtown streets, says that at exactly 1:20 a.m. on July 7, 1985, PCC Car 1722 crossed over Arlington Avenue at McArdle Roadway and glided for the very last time down the lower portion of Arlington Avenue to East Carson Street and then along the temporary curbside tracks on East Carson Street to the Smithfield Street Bridge car stop. At 1:23 a.m. the car crossed the bridge on its historic trolley lane to Smithfield Street in downtown Pittsburgh. This was the very last inbound crossing. The car ran up to Liberty Avenue along Smithfield Street and made the final sharp curve from Smithfield to Liberty and then from Liberty on to Wood Street, where there was a photo stop at Sixth and Wood, right in front of the Wood Street subway station.

Car 1722 then rolled down Wood Street and up Fort Pitt Boulevard to the Smithfield Street bridge. Here Howard Stevens, the last surface motorman, turned the car over to Mike Cook, a Port Authority Transit dispatcher; Mr. Cook ran the very last outbound trolley over the Smithfield Street bridge at 1:50 a.m. At the Station Square stop, those on board gathered for a group photo; at that point all city surface lines behind the car, including the bridge, were dead. After the photo stop, the riders continued along East

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new subway

Carson Street and up lower Arlington Avenue for the last time. As the car came up over where the Arlington ramp is located, Bryant writes, "Our wheels ran straight over the McArdle roadway intersection and that was really it. We continued via Allentown all the way out to Library and then back to the carhouse at South Hills Village. Our trolley 1722 was the very last service car over downtown streets."

At 3:15 a.m. some of the riders got breakfast, dinner or whatever, near the station at Eaton Park. By 5:00 a.m. a small group had gathered at the South Hills Village station, and at 5:24 PCC 1738 came out of the carbarn signed as Route 47L from South Hills Village to Library, then to Pittsburgh; 1738 had some brake problems so a car change was made at Washington Junction inbound to PCC 1717. Bryant writes that they entered the Mount Washington trolley tunnel smoothly and, as the car emerged, it swung gracefully to the right into the Station Square trolley station. Then 1717 eased up the new LRT ramp and on to the Panhandle Bridge and into the tunnel that runs below Grant's Hill and on top of the old 1829 canal tunnel.

The subway has received rave notices from its patrons; over 50,000 persons rode the line from noon to 4:00 p.m. on day one. For the present all service is provided by the PCC cars; the total renovation of 45 PCCs is under way. Still to come in the subway operation is the completion and opening of the branch to the site of the old Pennsylvania Railroad station. Funding is being sought by Port Authority Transit to totally rebuild the car tracks between South Hills Junction and Shannon via Overbrook and the line out to Library. The doubletracking of Arlington Avenue up to Warrington Avenue is also planned.

Pittsburgh will not rest on its laurels with the opening of the new subway. There is a feeling on the part of the public, as well as public officials, that the light rail system must be expanded to points east and north of downtown. One thought is that a line branching from the current system—probably from the new Fourth Avenue Loop—would run uptown to the Oakland area. Another extension would emerge from the subway by means of a new cut below Stanwix Street and rise up into the grass strip in the middle of Fort Duquesne Boulevard. A line along Fort Duquesne Boulevard could run to the strip district and then out to Lawrenceville and over the 62nd Street bridge to Etna. Other possibilities would be for a line to operate over the old Sixth Street bridge to Allegheny Center, either at grade or in a subway. This latter extension could lead to further expansion to the North Hills and the airport via the Ohio Valley.

Much excitement in Pittsburgh, and rightfully so. Special thanks to those folks who have supplied information over the years. This includes Jim Cerny, Bryant Schmude, Marion J. Zych Jr., John Spychalski and David Kennard.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Portland LRT on target

June 1985 saw the first half dozen of what will eventually be 34 downtown blocks of Portland, Oregon, reconstructed for light rail. The area—Southwest Morrison Street from 4th to 10th Avenues—will give Portlanders a good look at what their new trolley mall will look like. The blocks will feature widened, brick-lined sidewalks and crosswalks, street trees, one traffic lane for autos and a twelve-foot-wide lane for the light rail line itself. There will be old-fashioned cobblestones lining the trackway between the rails. The trolleys will run south on First Street into the downtown area and then turn west onto Morrison Street, where they will proceed from First to 11th Street. Turning south on 11th Street for one block, the cars will

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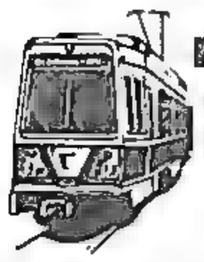

Transit Currents

BY GEORGE M. SMERK

then come back east on Yamhill Street. Just as bus service is free in the downtown Fareless Square area of Portland (a 300-block area in the heart of the city), there will be no fares levied for the use of the trolleys in the downtown area. Trolley fares will be the same as bus fares outside of downtown.

To refresh memories, the Tri-Met light rail fleet is being constructed in Vermont by Bombardier, Inc. Design of the vehicle is essentially one devised by the European firm BN of Belgium. The cars are 88 feet long and will be operated in two-car trains during rush hours. Between 300 and 400 passengers can thus be moved by just one operator. The articulated cars weigh 45 tons each, having 76 seats, a balancing speed of 55 m.p.h., six axles and two 750-volt electric motors. The truck under the articulation joint is not motored. More information can be obtained from the Light Rail Project, 65 Southwest Yamhill, Suite 200, Portland, OR 97204.

Flashes

Foster Morrison rode the new **AIRPORT EXPRESS** service in Philadelphia. He reports that the single-car train was clean enough on the inside but filthy on the outside. This is hardly a way to attract patronage from those arriving at the airport to do business in Philadelphia. He also reports that the round-trip fare has been raised.

The Economic Development Ministry of the Province of **ALBERTA** has conducted a feasibility study and has found that a high speed rail line between Calgary and Edmonton would be technically feasible and economically attractive. The proposal would involve ten to 14 trains a day on the 194-mile journey; the trip would be accomplished in one hour and 40 minutes. The project would cost about $100 million in Canadian money.

Marion J. Zych, Jr., writes that the **BALTIMORE & ANNAPOLIS** Railroad has a new lease on life, thanks to purchase by Anne Arundel County businessman Kenneth A. Pippin. The historic interurban electric closed passenger service between Baltimore and Annapolis in 1950 and continued as a diesel-powered freight line. Freight service to Annapolis was dropped in the mid-'60s. But now the station at Linthicum, Maryland, has been refurbished and the freight business is way up over the past. On Ferndale Day, a big annual event in that community, the B&A provided some passenger service with two rented passenger coaches.

Advanced transit news from James Egan: There is strong interest on the part of some key people in **MADISON**, Wisconsin, to participate in the development of a linear-

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BOMBARDIER LRV'S wear the colors of Portland, Oregon's Tri-Met system as they proceed over a single-track section east of Birdsdale Ave. in suburban Gresham. The cars are articulated.

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induction-powered transit system. Electromagnets would propel 8½-foot-long pods along an elevated guideway. The proposed vehicles could carry up to three passengers at a speed of up to 30 m.p.h. The capacity of the proposed line is 50 passengers every two minutes, reputedly without sound or pollution. The venture is supposed to be a private development.

Videos

"PCC Trilogy," by Empire Video, P.O.Box 142, Adelaide St. Station, Toronto, Ontario M5C 2J1. VHS or Beta videocassette. 60 minutes. $54.95 postpaid (Ont. res. add 7% tax), VISA card accepted.

I'm no "trolley fan," and I approached this review with little enthusiasm. Was I surprised! What unfolded before me was a painstakingly assembled collection of priceless vintage PCC streetcar scenes, highlighted by a ten-minute opener which may make this tape the "sleeper" of the year.

Canadian Colin Strayer does a loving, truly professional intro into each of the three segments and oversees the assemblage of the 16mm b&w and color movie footage into a video with an excellent story line. The first two segments will "warm up" even the most apathetic viewer (they certainly did with me) to the subject of the PCC, while the lengthy third segment delivers a richly satisfying overview of the cars in many of their better-known operations.

The first segment, "Red Rocket," is a knockout ten-minute art film done by Strayer himself. It opens with a fast-paced view of the birth of PCCs on the erecting floor and then follows them onto the streets of Toronto. There is no narration here, but the live sounds are punctuated by eerie "2001"-style music. The skillful camera, lighting and sound work will hold the viewer spellbound from beginning to end—and that "end" is a grisly series of scenes in the wrecker's yard.

The seven-minute "Transfer" is a black & white story done in 1974, again in Toronto and sans narration. It shows a day in the life of a PCC car. But rather than just showing typical railfan views, it stresses the world in and around the car, giving the viewer a feeling of being a part of the scene and not just an observer. The quality of the filming is A-1, with interesting camera angles, background sounds and appropriate music. The conversion to video is flawless.

The rest of the hour is made up of "PCCs of North America," a library of color views of 28 of the 32 U.S. and Canadian systems which used PCCs since 1938, including Baltimore, Vancouver, Philadelphia, Brooklyn, Chicago, Cincinnati, St.Louis, Pittsburgh and others. These are some surprisingly excellent action scenes shot between 1938 and 1949. This segment is superbly narrated by Strayer, and period background music provides just the proper mood as the "bathtub" cars whiz their way through uncrowded streets among vintage autos and pedestrians in period dress. It gives you a "feel" for the magnitude and importance of the traction operations of the era.

Strayer obviously knows and loves his subject, and the clean, well preserved footage has been intelligently edited and excellently converted to video. I feel this is a true work of art. I hope my experience will encourage other "big time rail" fans to view this tape and appreciate the beauty and past glories of this enduring classic of traction—AL DI CENSO.

"Southern Style," by Trackside Video, P.O. Box 234, Forest Park, GA 30050. VHS, VHS Stereo or Beta videocassette. 45 minutes. $39.95 postpaid, MasterCard or VISA accepted.

Upstaged in recent years by the N&W J, Southern Railway's green and gold 2-8-2 4501 is one of the proudest institutions of resurrected steam. This tape captures her recent trips between Chattanooga, Knoxville and Cumberland Gap, Tennessee. The scenery and action are typical of the mountainous region, and Mother Nature cooperated every inch of the way with blue skies and clear air. Trackside and pacing shots are unusually clean and well placed, without resorting to unnecessary zooming and backing. The audio features some fantastic whistle work, too.

I particularly liked the pacing of the narration: it was there when needed to describe the specific action or location, but it avoided the oft-times monotonous droning of useless and boring claptrap found on some videos. There was no use of background music; the live action took care of itself with pure exhaust, rods, whistles and wheels on the rail.

In addition to the over-the-road action, there were some excellent shots of the old Knoxville station, now a rather decrepit shadow of its former self. All in all, this tape provided a lot of good railroading for the money. Nice work, fellows—AL DI CENSO.

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208	BURLINGTON ROUTE (C.B.&Q.)
*209	CAO SLEEP LIKE A KITTEN
210	CANADIAN NATIONAL
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212	CHESSAPEEK & OHIO (PROGRESS)
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214	CHICAGO GREAT WESTERN
215	CHICAGO NORTHWESTERN
216	CLINCHFIELD
217	CONRAIL (KEEP IT MOVING)
*218	CONRAIL SAME CLOWNS DIFF. CIRC.
219	COTTON BELT (S.P.&W.)
220	DELAWARE & HUDSON
221	DETROIT TOLEDO & IRONTON
*222	DETROIT TOLEDO & SHORELINE
223	ERIE
224	ERIE LACKAWANNA
225	FAMELY LINES
226	FLORIDA EAST COAST
227	FRISCO
228	GRAND TRUNK (NEW)
229	GREAT NORTHERN
230	GULF MOBILE & OHIO
231	ILLINOIS CENTRAL
232	ILLINOIS CENTRAL GULF
233	LEHIGH VALLEY
*234	LIONEL LINES
235	LONG ISLAND RAILROAD
236	LOUISVILLE NASHVILLE

STK. NO.	RAILROAD
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238	MISSABE ROAD (D.M.&I.R.)
239	MISSOURI KANSAS TEXAS
240	MISSOURI PACIFIC
241	MONON ROUTE
*242	N&W 611 J-CLASS 4-8-4
243	NEW HAVEN (BLOCK)
244	NEW YORK CENTRAL
*245	NICKLE PLATE 765 (STEAM)
246	NICKLE PLATE ROAD
247	NORFOLK & WESTERN (OLD)
*248	NORFOLK SOUTHERN
249	NORTHERN PACIFIC
250	PENN CENTRAL
251	PENNSYLVANIA RAILROAD
252	PITTSBURGH & LAKE ERIE
253	R.F.&.P.
254	READING RAILROAD
255	RIO GRANDE (MOUNTAIN)
256	ROCK ISLAND (OLD)
257	SANTA FE
258	SEABOARD COAST LINE
259	SEABOARD SYSTEM
260	SOO LINE (OLD)
261	SOUTHERN
262	SOUTHERN PACIFIC
*263	SOUTHERN 4501 (STEAM)
264	SPOKANE PORTLAND & SEATTLE
265	THE ROCK
266	TOLEDO PEORIA & WESTERN
267	UNION PACIFIC
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269	WABASH
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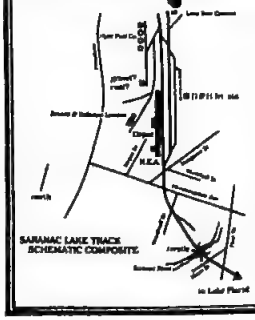

By MICHAEL KUDISH, Ph.D.

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THE CHAUNCY PRESS

HERE WE GO AGAIN! Just as we were getting down to specifics on the Southern Pacific & Santa Fe merger—such as the variations on the new paint scheme (November '85 page 67 and this issue page 75)—the *Wall Street Journal* came out on October 23 with the news that the Justice Department has come out in firm opposition to the merger of the two railroads. Citing a "massive loss of competition," the Justice Department recommended that the ICC reject the proposed merger.

The next day, however, the Transportation Department came out in favor of the merger and recommended same to the ICC. Transportation observed that the merger would reduce competition on only about 3% of the tonnage carried by the two roads. Chairman John Schmidt of SFSP was outraged at the Justice Department while lauding the Transportation Department stand as "fundamentally sound." (Ironically, Justice and Transportation opposed each other on the recent bid for United Air Lines to take over Pan Am's Pacific division, with Justice opposed and Transportation in favor.)

The ICC has the final word and can ignore either the Justice or Transportation Department if it should so choose. It is likely that granting some trackage rights to competitors like the UP would minimize the "loss of competition" complaints, although the SFSP Corporation is not about to give away the ranch just for a merger approval. Since the ICC has until the middle of 1986 to render a decision, this is probably far from the last word on the matter.

LESS AND LESS ICG The Illinois Central Gulf continues to sell off lines to make itself a "more streamlined and efficient railroad." In September it announced the sale to the Indiana Hi-Rail Corporation of 50.7 miles of former ICRR from Browns, Ill., via Evansville, Ind., to Wilson, Kentucky. The line will serve a new Ohio River port being developed at Henderson, Ky., and the primary commodites handled will be chemicals, scrap metals and food products. A month later ICG announced sale for $8.5 million of 52 miles of the old GM&O from Maplesville to Montgomery, Alabama, to the Southern Railway and Seaboard System. These sales plus the Iowa lines to John Haley's Cedar Valley and Chicago, Central & Pacific (July '85 R&R) and the Delta lines to Gulf & Mississippi (November '85 R&R) bring ICG mileage down to 5600 from a high of 9691. ICG Chairman and CEO Harry Bruce observes, "Since we have undertaken the line rationalization program, we have remained committed to preserving rail services in the affected areas by cooperating fully with the new railroads."

THE REST OF THE STORY Permit us to recall the item in the November RAILNEWS about Amtrak contracting for $5 million of new baggage car shells "which will be equipped with high-speed trucks." Shift the scene to Sugar Junction, Colorado, and a group of railfans headed for a fantrip on the remote San Luis Central. There is a string of Amtrak gondolas and a crew salvaging parts from a line of derelict express refrigerator cars—about 50 pairs of "high-speed trucks," to be more specific. As Paul Harvey would say, "And now you know the *rest* of the story.

NICKEL PLATE In an enclosed shed in the Amtrak shop complex in Beech Grove, Ind., just east of Indianapolis, the Project 587 crew of the Indiana Transportation Museum is making substantial progress on the restoration of Nickel Plate USRA Light Mikado 587, which should be available for excursion service in mid-1986. In addition to considerable local support, they are augmenting their fundraising with souvenir sales (see page 8).

Meanwhile, Ft. Wayne's NKP 2-8-4 765 wrapped up its 1985 excursion season with two trips on the Chicago & North Western on September 7-8 to Sterling, Ill., and Janesville, Wis., and then a charter trip and two weekends of "New River Train" runs in October on the C&O between Huntington and Hinton, W.Va. A fairly serious firebox problem developed on the third trip (Saturday, October 19), and the Sunday trip was run with diesels. Repairs should be made over the winter, and an ambitious schedule is being worked out for 1986.

CB&Q 2-8-2 4960, now being inspected for overhaul by Gary Bensman and the Ft. Wayne crew, is apparently in need of far more work than was originally anticipated, and the deal between owner Mid-Continent Railway Museum and the group in Rock Island, Ill., is being reconsidered. The cost estimates have put a damper on things, and the future for 4960 as an operating engine is in doubt.

"NORTH AND SOUTH" Between June 28 and July 12, 1985, the Reader Railroad of Reader, Arkansas, played host to Warner Brothers for the filming of TV mini-series "North and South." The portion of the series filmed at Reader concerns John Brown's raid on Harper's Ferry. Johnny Cash plays John Brown.

Today's Reader Railroad is a 3½-mile tourist hauler which succeeded the original 23½-mile freight and mixed train operation which was abandoned in the mid-1970s. Both of the railroad's operating locomotives (ex-Louisiana Longleaf Lumber wood-burning 2-6-2 No.7 and ex-W.T. Carter oil-burning 2-6-0 No.2) starred in the film. Another W.T. Carter engine, Baldwin 2-6-2 No.4, is also on the property but not operational.

The Reader's ex-Missouri Pacific depot played two parts in the filming. In its original wood-framed appearance it was "Lehigh, Pennsylvania," and with a false brick and stucco front, it became "Harper's Ferry." Two other small depots were constructed along the line for use in the filming, and the railroad rushed a $100,000 improvement program to completion so their new enginehouse could also be used. The classic two-stall frame structure appears, but not as an enginehouse. Warner Brothers technicians turned its interior into the cut stone inside walls of a large city depot complex and named it "Philadelphia Station." "North and South" aired in November—LOUIS SAILLARD.

THE MOUNT RAINIER SCENIC RAILROAD Freshly restored Porter 2-8-2 No.5 (built as Carlton & Coast 55 and later becoming Port of Gray's Harbor 5) was the feature attraction of the Fall 1985 Railfan Weekend, September 28-29, at the Mt. Rainier Scenic Railroad in Elbe, Washington. A train of five Weyerhaeuser skeleton log cars and caboose was used behind the Mike for photo runbys. Hillcrest Climax 10 also made an appearance.

NEWS FROM LA GRANGE As the last of 50 SD60s for Norfolk Southern are being completed, an order has come in from NS for 25 more. At the moment (mid-October 1985), NS is the only *owner* of SD60s, although three will be delivered to the Burlington Northern in November and 60 are on order for Union Pacific for early 1986. Meanwhile, Conrail is finalizing its plans to purchase the SD60 demonstrators 1,2 and 4 in late December. SD60 No.3 will remain with EMD's Engineering Department.

In the SD50 department, Chicago & North Western is getting 35 for delivery beginning in late 1985, and Conrail has 30 more on order for early 1986. The last five GP50s in the Burlington Northern order are being delivered with "full crew cabs" which have their front walls moved forward nearly two feet. "They look like somebody folded the blueprint wrong," notes an EMD observer. The GP60 and GP59 demonstrators are abuilding in the plant and feature a new aerodynamically-rounded cab, but the feeling is that the production units will be built with conventional cabs, as the rounded cabs are too difficult and expensive to fabricate for the advantage gained.

PORT ALBERNI Alberni Pacific Lumber 42-ton Shay 2 (Lima 1912) began weekend operation in 1985 on a mile and a half of CPR yard trackage in Port Alberni, British Columbia. Built for Weist Logging, she worked six locations in the Alberni valley for various companies, winding up in 1953 with MacMillan Bloedel, who donated it to the city of Port Alberni for display. In 1980 she was pulled out for restoration and began running in 1985.

THE INDIANA & OHIO Two of the prettiest Baldwins in captivity are employed by the Indiana & Ohio Railroad at its operation from Brookville, Ind., to Valley Junction, Ohio (January 1981 R&R). In May 1985 the I&O expanded by taking over operation of about a dozen miles of former-PRR/Conrail lines north of Cincinnati now owned by the city of Mason, Ohio. It includes about three miles of line north from Mason to Hageman and then northwestward to Monroe, near Middletown; the primary customer is an International Paper plant. The motive power assigned to the line is ex-BN GP7 1579 (nee-CB&Q 223), acquired from the Mid-Continent Railway Museum in North Freedom, Wis. The Geep has been painted in the I&O colors (see page 2) and numbered 51. Using four ex-DL&W electric commuter cars—complete with pantographs—the I&O has been running weekend passenger service on the line, making the round trip between Mason and Monroe in about an hour and 45 minutes.

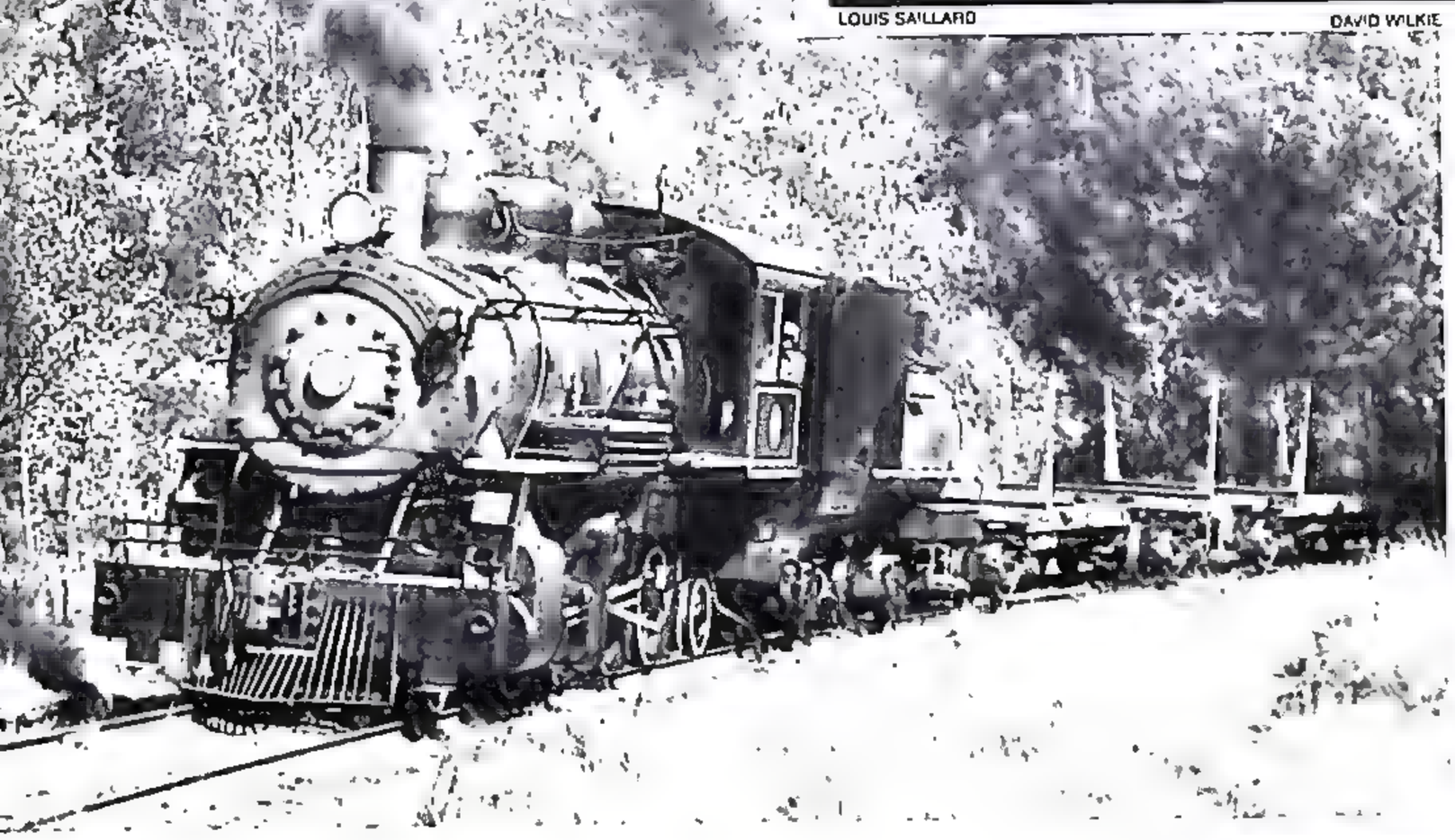
"NORTH AND SOUTH," a TV mini-series about the Civil War, was filmed on the Reader Railroad. W.T. Carter 2-6-0 No.2 was at "Harpers Ferry" on July 1, 1985.

NICKEL PLATE Berkshire 765 was storming up Dixon hill (middle right) on September 7, 1985, returning from Sterling, Ill., on the C&NW. NKP Light Mikado 587 (bottom right) is undergoing overhaul in Indianapolis, Ind.

THE MOUNT RAINIER SCENIC RAILROAD had Porter 2-8-2 No.5 (below) on a train of log cars for Railfan Weekend on September 28.

LOUIS SAILLARD

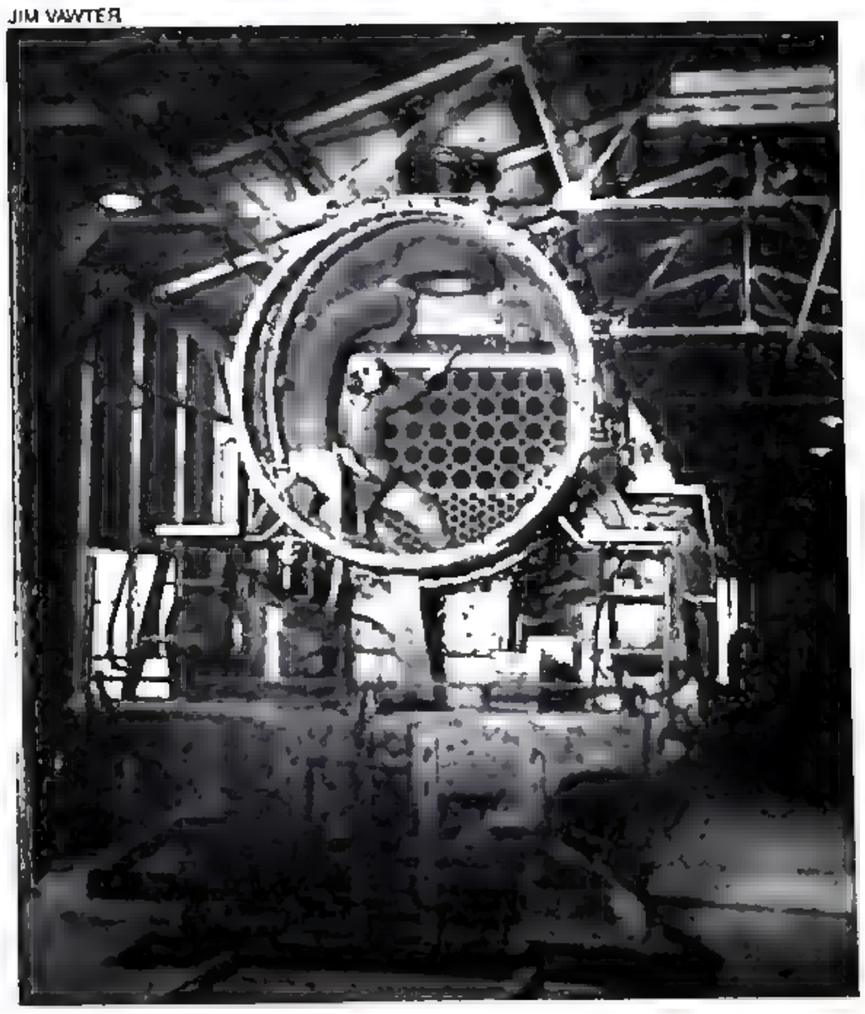
DAVID WILKIE



PORT ALBERNI, B.C., has Alberni Pacific Shay No.2 hauling passengers on CPR yard track, shown here (below) on September 1.

DAVID WILKIE

JIM VAWTER



THE SOO LINE A fantrip was operated by the Soo Line on July 27, 1985, for the Lake Superior Transportation Museum from Duluth to Moose Lake, Minn., about 52 miles southwest of downtown Duluth. With a mixed bag of equipment—including a full-length dome—the 14-car train was powered by ex-Minneapolis, Northfield & Southern SD39 6240 and Soo GP38-2 4433.

Meanwhile, in Minneapolis, the Soo Line retired its last four remaining F-units. On August 25, the 2201-A was removed from the Shoreham roundhouse and joined 2500-A, 500-A and 502-A on the dead line. The units are candidates for trade-in or scrap.

ERIE MINING COMPANY F-units continue to operate on Erie Mining's ore-hauling main line from Hoyt Lakes to Taconite Harbor, Minn., on the north shore of Lake Superior above Duluth. Pellet trains usually run at 7:00 a.m. and 3:00 and 11:00 p.m., depending upon the boats at Taconite Harbor, and normally feature a matched A-B-B-B-A set of F9s in yellow and rusty maroon. The line is difficult but not impossible to photograph. Alco RS11s and C420s can still be found on the crude ore haul from the mines to the mill.

On August 14, 1985, Erie Mining borrowed cars from the DM&IR and Lake Superior Transportation Museum to operate an inspection train over its main line from Taconite Harbor to Hoyt Lakes for representatives of the four steel companies (Bethlehem, LTV, Interlake and Stelco) that own Erie. F9A-B 4213 and 4220 provided the power for the train consisting of DM&IR combine W24, BN diner *Lake of the Isles* and DM&IR business car *Northland*.

THE IOWA INTERSTATE R.R. After taking over operation of the old Rock Island main line across Illinois and Iowa in November 1984 from the Iowa Railroad (July 1984 R&R), the Iowa Interstate has developed a paint scheme for its ex-IC Geeps. Outshopped by the crew at Iowa City, ex-IC 8036 toured the railroad in late September (see page 2) and is expected to be assigned to switching duty at Blue Island, Ill. Railroad officials are not optimistic about more repaints in the immediate future.

In April 1985 the IAIS commenced run-through operation on the New Rock Subdivision of the Chessie between Bureau and Blue Island, Ill. Prior to this, the IAIS operated only on its own portion of the old RI between Council Bluffs, Iowa, and Bureau. The new trains originate at Iowa City and run directly to Blue Island, on the south side of Chicago, where the IAIS can now interchange directly with Chicago-area railroads. Initially running just two or three trains a week, by mid-summer they were up to six trains a week consisting of ten to 60 cars and usually two ex-IC Geeps.

A typical schedule for the IAIS run calls for an eastbound departure from Iowa City about 9:00 p.m. The two-man crew may do switching en route and will pick up and set out at Rock Island, where they pick up an ex-AT&SF caboose. They arrive at Bureau about 5:00 a.m. and are relieved by a new three-man crew for the run over Chessie trackage rights to Blue Island. In late morning they deliver their train and pick up westbound traffic (mostly piggybacks, loads east/empties west, from Maytag in Newton, Ia.), returning to Bureau by mid-afternoon. There the Iowa crew takes over, drops the caboose at Rock Island and returns to Iowa City about 9:00 p.m. Sometimes the Rock Island switcher will have to shove them up the West Davenport Hill—BILL LANDIS.

ERIE LACKAWANNA U33C The Erie Lackawanna Historical Society held its annual convention at the General Electric plant in Erie, Pa., on September 28, 1985. Among a group of ex-EL U33Cs that were off their 15-year lease and had been traded in by Norfolk Southern on C39-8s was the 3313, still in reasonably good EL livery. A group of railfan employees received permission to clean up the unit and reletter it EL for the visiting ELHS convention. The sunny weather produced some fine photos of the resurrected unit (see page 2). Unfortunately, the 3313 is due to be scrapped.

COLUMBUS & GREENVILLE On Saturday, August 31, 1985, some 200 persons attended the dedication at Columbus, Miss., of the Columbus & Greenville Railway's one year and $1.3 million rehabilitation of the Columbus yard facilities. The keynote speeches were given by Mississippi Congressman Wayne Dowdy and Bob Hunter of the Federal Railroad Administration.

At the same ceremonies, C&G also dedicated Baldwin DRS6-4-1500 601, the railroad's first diesel and Baldwin's first domestic roadswitcher. The locomotive has been cosmetically restored to its original green and orange colors (see page 2) and named for W.A. Trayler, Jr., the retired C&G superintendent of motive power who supervised the railroad's dieselization in 1946. (The story of Mr. Trayler and the C&G Baldwins was in the July 1984 R&R. The last C&G Baldwin in service, AS416 606, was retired in October 1984 and is presently in the Columbus roundhouse and up for sale.)

In his dedication of the 601, C&G Chairman Sam Y. Wilhite said in part: "It has been said that the 601 and her five sisters are largely responsible for the survival of the C&G. The Baldwins operated both passenger and freight trains on the railroad for 38 years. They proved to be sound locomotives that could handle the job until the bridges could be strengthened, heavier rail laid and more modern locomotives acquired. They have done their job well. Today Baldwin 601 can claim another historic first. She becomes the first C&G locomotive to be named for an individual, W.A. Trayler, Jr."

In his speech, Mr. Trayler, now 75 years of age and retired after 34 years with the C&G, expressed his appreciation to the railroad and recognized several individuals important to C&G's motive power history. He also related for a television crew and reporters how he learned he would be honored with the naming of a locomotive for him. The railroad had quietly planned to place 601 on display for several years, but kept the details a secret from Mr. Trayler. As he recalled, "One day I saw a magazine on the news stand that said 'Last Baldwin on the Delta' on the cover (R&R July 1984), so of course I had to buy it. Then I started reading it and I said to my wife 'Good Gosh, Willie Mae, it says here they're going to put my name on the 601.' "—LOUIS SAILLARD.

VIA SERVICE Blamed to a degree on a history of grade crossing accidents, VIA Rail on September 7, 1985, discontinued the twice daily in each direction service on its north-south CPR line between the CNR main line at Edmonton and the CPR route at Calgary. The decision to discontinue the RDCs came after a grade crossing accident in July that killed the engineer, bringing the total to 50 fatalities on the route in the past decade.

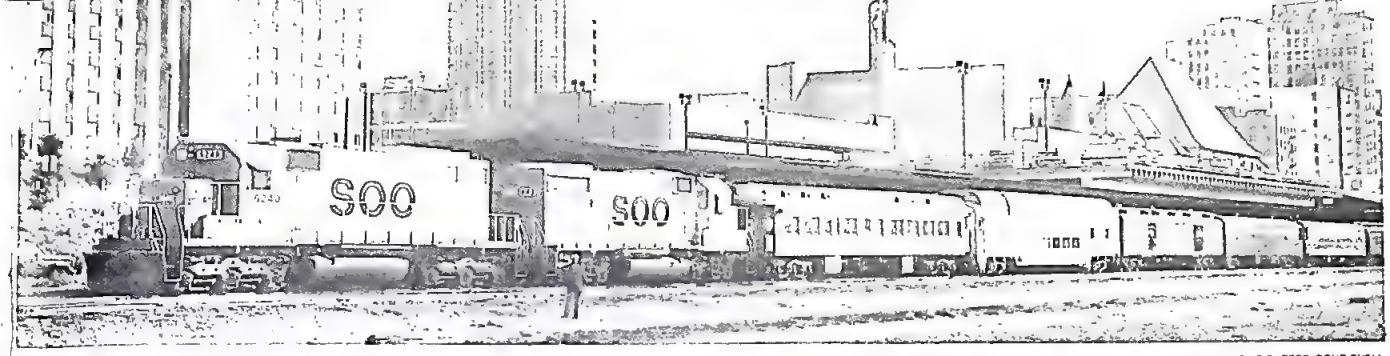
READING 4-8-4 2102 The last live steam locomotive to pass Pennsy K4 1361 before its removal from Horseshoe Curve (see page 62) was ex-Reading 4-8-4 2102, which traversed the curve eastbound on August 24, 1985, en route from Brownville to Reading, Pa., for a series of Iron Horse Rambles (these trips will be covered in the March 1986 R&R). Although helpers were used for dynamic brakes on the hill, the 2102 made most of its Conrail ferry move without diesel assistance.

ST. LOUIS UNION STATION There have been some dark years for the old St.Louis Union Station since the last passenger train departed there in 1978. Even then it was a ghost of the glory days. But thanks to a city that wouldn't let one of railroading's greatest landmarks vanish, the station is alive again with people—not people bound for other places by rail, a nearby Amtrak cubicle takes care of that, but folks shopping, dining and staying overnight in the luxury hotel that has spread beneath that mammoth trainshed. The task of making a practical and useful commercial area out of a railroad station without destroying its historic integrity was a $135 million task, that celebrated its grand opening on August 29, 1985.

For its participation in the festivities, the Union Pacific dispatched its E9 951 and GP40X 93 with a recreation of the streamliner *City of St. Louis*, which became the first passenger train to enter the station—two tracks, Nos. 9 and 10, remain in the trainshed—since 1978. The UP train was carrying a golden spike to be used in the opening ceremonies.

Meanwhile, volunteers had done a full cosmetic restoration on N&W Y6a 2-8-8-2 2156 at the National Museum of Transport, and the steam engine was moved to the Union Station site where it will remain on display for a year. Out at the Museum, Frisco 4-8-2 1522 has been approved for restoration to service, and they expect to have her running under steam by mid-1987. The Museum has also received GP9 1975 (SP&S 150) from Burlington Northern.

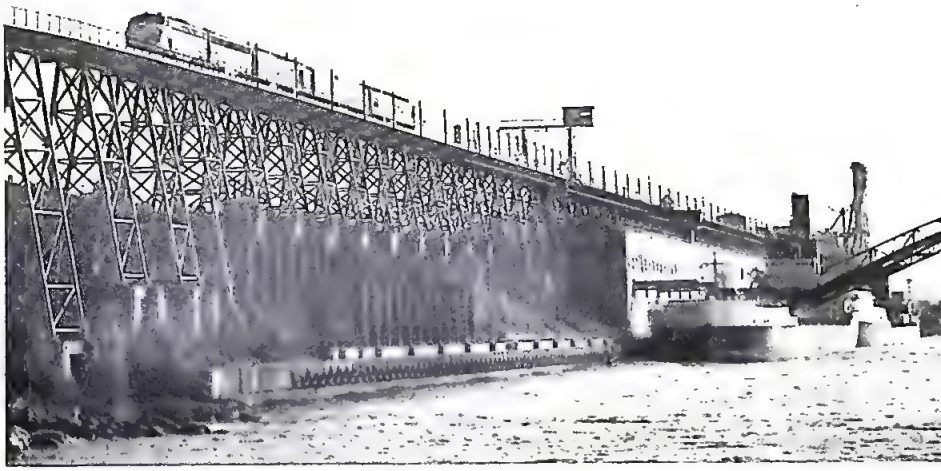
Reflecting upon the likes of the St.Louis renovation, Editor Mike Schafer of *Passenger Train Journal* said wistfully, "Someday I'm going to buy a restaurant and make it into a train station."

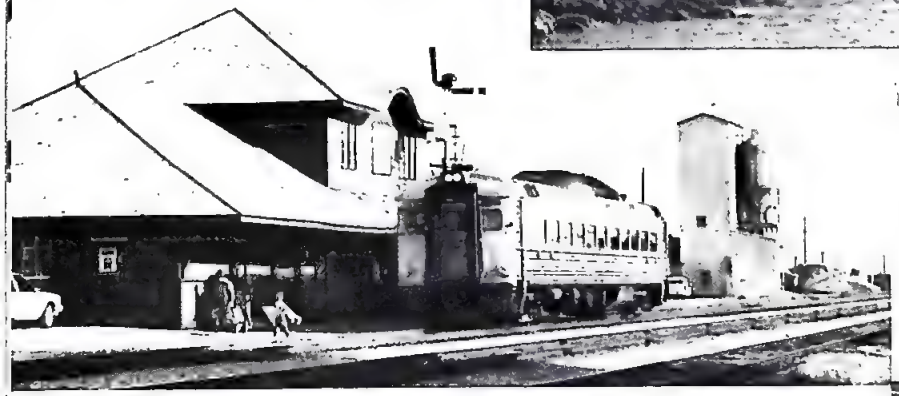


TWO PHOTOS DOUG BUELL

THE SOO LINE ran a fantrip on July 27 to Moose Lake, Minn., for the Lake Superior Transportation Museum. Shown loading at Duluth, the lead unit is ex-MN&S SD39 40. On August 25, a Trackmobile moved the last four Soo F7s out of the Shoreham roundhouse.

PHILIP SULARZ





W.R. HOOPER

ERIE MINING COMPANY operated an inspection train on August 14, shown here on the Taconite Harbor ore dock above the laker *William R. Roesch*.

VIA SERVICE between Edmonton and Calgary ended on September 7. Here on August 19, the RDC running as No.194 stops at Wetaskiwin, Alberta.

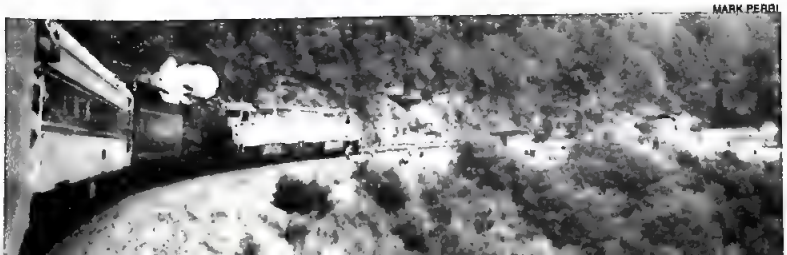
COLUMBUS & GREENVILLE honored retired Supt. of Motive Power W.A. Trayler, Jr., on August 31.

LINDA LAZIER

LOUIS SAILLARD

AUGUST 24, 1985 saw two memorable steam events. N&W Y6a 2156 was moved from the Museum of Transportation for a one-year display at St. Louis Union Station. That same day, Reading 4-8-4 2102, on a ferry move to Reading, Pa., became the last live steam locomotive to pass K4 1361 on display on Horseshoe Curve.

MARK PERRI



The War Production Board and Diesels

by Eugene L. Huddleston

Did the WPB policies during WWII give EMD an unfair head start in the postwar market?

RICHARD STEINHEIMER

The logical and natural development of the diesel locomotive in America was interrupted in its early stages by the national emergency known as the Second World War. The wartime restrictions placed upon the locomotive builders, both diesel and steam, are often credited—or blamed—for the success or failure of those builders in the free market in the decade that followed. That is not necessarily the case. The war "proved" the diesel-electric's superiority over steam power so convincingly that there was no question as to what type of motive power held the key to the future. The only question seems to be who recognized that fact at the time.

In those years between the Great Depression and Pearl Harbor, General Electric, Electro-Motive Corporation and others developed railroad internal combustion from feeble gas-electrics into road-worthy locomotives for freight, passenger and switching duties. The war itself hastened the development of diesel engine technology, primarily in naval applications, providing a wealth of hardware for postwar exploitation. The switch from steam to diesel rapidly resumed after the war's end in August 1945—so rapidly that 1947 marked the last year of domestic steam locomotive production for American of Schenectady (Alco), with 1949 for Baldwin and Lima. Only the Norfolk & Western Railroad, with a vested interest in coal, continued to construct heavy steam power, but it, too, succumbed in 1953.

The technological revolution occurred so rapidly after the war that few recognized its extent or significance. Only in retrospect could Pennsylvania Railroad President J.M. Symmes write: "The greatest single contribution...to our railroads during my 40 years of association with the industry has been the development of the diesel locomotive." Despite the importance of this revolution, there have been few serious investigations of how it took place.

At the onset of the war in 1941, the "Big Three" locomotive builders (Alco, Baldwin and Lima) were producing about 90% of all domestic steam locomotives in a market still predominantly steam. Alco and Baldwin each had a line of diesel switching locomotives in production in the late 1930s (a market opened by city anti-smoke ordinances), and Alco in partnership with GE had just fielded a passenger unit, but all were behind Electro-Motive in develop-

AT&SF PHOTO

THIS SANTA FE FT set was built during WWII (1942) and was a part of the fleet credited with keeping the AT&SF fluid during the crisis. During that time Alco was restricted to building switchers like SP 1360, a 1943 S2, shown at Ogden, Utah.

ment of large road freight units. Thus, at the outbreak of the war, Electro-Motive was the only producer of freight diesels (its FT of 1939) and held a commanding lead in the production of passenger units, while it shared the market for switchers (although if one uses data supplied by GM for 1940, it led in switchers as well). A subsidiary of General Motors since the 1930s, Electro-Motive Corporation became a full division of GM in 1941.

After the war GM maintained this lead, and the failure of Alco, Baldwin and Lima to share equally in the first-purchase diesel market—which by 1954 was 80% saturated—resulted in these companies eventually abandoning locomotive construction. Even the one postwar newcomer, Fairbanks-Morse, could not make the grade. (Beginning in 1944, FM did not have the handicap of being "forced" like Alco, Baldwin and Lima to keep supplying steam to established customers, but it had the singular drawback of trying to market an extremely successful marine diesel whose dual crankshafts proved to be too much of a maintenance headache in the railroad field.)

Only pioneer General Electric, after ending its alliance with Alco in 1953, remains today as a competitor to EMD, thanks to a complete rethinking of its position and a total commitment to the market in the early 1960s with a freight unit, the U25B, that substantially advanced the state of the art. Its survival is not surprising, for GE had started building locomotives before Electro-Motive, posessed worldwide markets and held cash reserves for research and development.

The most interesting question about this revolution is how did GM so quickly and so completely dominate the locomotive market—in some years selling up to 89% of the diesel units produced. Critics of the world's largest manufacturing corporation saw its achievements as an octopus-like smothering of competition, and locomotive buffs, who feed on diversity of product, were wont to romanticize GM's fallen competitors, much like a collector of classic cars romanticizes the products of Henry Kaiser or the Studebaker Corporation.

These critics knew the "facts," that the major transition from steam to diesel did not begin until after the war . . . that Alco and Baldwin both successfully marketed diesels before the war . . . and that both had long-established ties with the individual railroads. Yet "upstart" GM took a lead which they (and later Lima and FM) could never overcome. The fans found a ready explanation for this seeming injustice in an action by the federal government during World War II: permitting only GM to build road freight diesels, which proved to be the most important segment of the postwar market.

In 1955 a subcommittee of the Senate Judiciary Committee, investigating possible violations of anti-trust laws by various GM divisions, gave this explanation official sanction. The investigating committee had to determine whether General Motors' size and influence, coupled with its monopoly of road freight diesel production during the war, had given EMD the insurmountable lead it had attained. The commit-

tee's final report left the impression that the restriction on EMD's competitors did, indeed, prevent a healthy competition from developing: "General Motors was prepared with a full line of locomotives at the outbreak of the war. The closure of part of this market to other producers gave it a tremendous competitive advantage. It is true that the great dieselization of American railroads did not occur until after the war, but it seems only reasonable that the experience with diesels during the war, the purchase of GM products, and public acceptance of GM as an innovator insured its success after the war."

This explanation is not the last word, however, because the investigators failed to get testimony from the former government civilian agency charged with regulating locomotive production during the war. No substantive testimony from or about the War Production Board of the Office of Defense Transportation was ever requested or given. In fact, so ill-informed was this Senate subcommittee about the WPB and ODT that its members and counsel let

BOTH EMD AND ALCO had passenger units before the war, such as EMD's 1941-built UP E6 993, and some New Haven DL109s. Though there was a ban on pure passenger power, more NH DL109s were built as "dual service" units during the war and saw much freight duty. B&O's 1943-built FTs (right) were upgraded and lasted to the early 1960s.

NEW HAVEN RAILROAD

JIM EDMONSTON

role in locomotive construction exist; ODT never had much say, anyway, in actual decisions on locomotive construction. It mostly passed along to the WPB the railroads' own estimates of the equipment they needed; WPB made the tough decisions, but not without the input of all concerned. Stevenson's, and the other histories, make clear that the federal government made no decisions "closing" the locomotive market to the competitors of General Motors.

Rather than being closed off, the competitors of EMD lost out for failing to recognize the revolution as it was occurring. At the start of the war, American, Baldwin and Lima did not have their ears to the ground, collectively or individually. If they had, they would have scurried to get off the sinking ship of steam while there was still time. It would not have taken much effort to discover that during the war many railroads took steam because they could not get diesels, and that when they saw the end of the war in sight, they delayed purchases altogether because of uncertainties on tax write-offs for new equipment and the direction of business after the war. But those in the industry at the time, like author John Kirkland *(Dawn of the Diesel Age),* claimed that the steam-diesel builders had little choice. Kirkland, of Baldwin, maintained that since the goal of any business is to maximize profits from investment, BLW could not afford to convert its plant to solely diesel production in the 1930s to emulate EMC. Baldwin, equipped to turn out ten steamers a day, could not let these facilities stand idle, so it utilized them to produce both steam and diesel alongside each other.

But a drastic policy reversal was called for, certainly in hindsight. By 1939 EMD had developed its FT freight diesel, and the other manufacturers had to do something fast. With the defense build-up and "lend lease," it became clear American railroads were going to buy new locomotives. Major railroads like the Southern, Santa Fe and B&O had learned the advantages of diesel road power in keeping trains moving. The B&O, for example, in 1942 placed in service between Chicago and Pittsburgh 16 FTs (as four 5400-h.p. A-B-B-A locomotives). A few months later it could not get a repeat order of FTs for Seventeen Mile and Sand Patch grades. According to Stevenson of the WPB, because EMD's "sales people" had promised more than the firm could deliver, it had to shut down the first six months of 1943 to fulfill prior obligations to the Navy contracts it held. As a substitute, B&O purchased from Baldwin in 1944 (ordered in 1943) 20 simple articulated 2-8-8-4s, one of the great achievements of the Yellowstone type in both performance and aesthetics. They were so successful that ten more of these EM-1s were ordered in 1944, yet they started to the scrap heap in 1957 and were all gone by 1960.

Even class I railroads in or near bankruptcy went for the diesel. Minneapolis & St. Louis gave up plans for new 2-6-6-4s in 1942 (the order was listed in *Railway Age*) in favor of road diesels from EMD it would have to wait until 1945 to receive. And the Monon, according to Professor George Hilton, made the decision to dieselize in 1942, even though actual dieselization was not completed until 1949. Progressive Monon President John Barriger discovered that the high initial cost of the diesel (its supposed greatest drawback) was overcome by its greater power and utilization and by savings in repair and maintenance.

There is further evidence from hindsight that the demand for diesels became overwhelming as the railroads came out of Depression into war-induced boom. The official Army history of World War II makes clear that a shortage of locomotives developed initially in the war not only because of the lag in time between placement of order and completion (nine months) but also because the railroads wanted "a large percentage of diesel locomotives, and diesel engines were in great demand for naval and merchant vessels and also for locomotives for the Military Rail Service in the theatres and for our allies." Stevenson, in his history, confirms this analysis. Early in 1943 he stated for the records that the railroads were not ordering as many new locomotives as the ODT had estimated they needed because they were having trouble getting diesels. Elsewhere he confirmed the fact that "the railroad orders had developed to be for diesel power rather than steam."

Even if the lack of productive capacity for road diesels at Alco and Baldwin kept them from full knowledge of the market, they should have discovered,

pass in testimony without correction a GM official's identifying the ODT as the "Defense Transportation Authority," a non-existent government agency. (The GM official was probably confusing the ODT with the Defense Transportation Administration, an alphabet agency created in October 1950 to meet the requirements for domestic transportation during the Korean War.)

As a result of the committee's failure to delve into the WPB's role, those who have had only its hearings as evidence have an incomplete account of what actually happened to diesel production in World War II. Chiefly responsible for the crucial decisions of 1942 and 1943 was Andrew Stevenson, a Yale Ph.D. formerly with the Securities & Exchange Commission, who directed the Transportation Equipment Division from its founding until his promotion to Executive Assistant Chief of Operations of WPB in 1944. In 1947 he completed a history of the Division for the series "Historical Reports on War Administration," which he documented with specific dates of appointments, conferences, letters, phone calls and luncheon and dinner engagements. Two shorter official histories of the Division, by different authors, also exist. No similarly detailed histories of the ODT's

through contacts within the industry and with government, that many roads were buying and leasing steam because they could not get diesels. Even though passenger diesels were not in production and Alco and Baldwin were limited to switchers, they managed to build more diesels than steam—despite the entire output of Lima being 100% steam! Of the total of 3,066 new locomotives put in service by class I railroads from 1942 through 1945, 1,891 were diesels and 1,175 were steam. Clearly the trend was towards diesels during World War II.

In spite of this trend, GM's competitors so lost out during the war years that objective observers concluded something underhanded was going on. In alleging that the government showed favoritism to EMD by restricting its competitors to diesel switchers, critics of GM implied, or even stated, that the restriction extended throughout the entire war, from early 1942 to mid-1945. However, the restrictions actually were in effect only about a year and a half! Thus, Alco and Baldwin were not out of the race for a time that made any significant difference. Not until April 4, 1942, were locomotive builders required to secure authorization from WPB "prior to scheduling either production or delivery of all locomotives." Before that time, the Supply Priorities & Allocation Board (which became the WPB in April) had authorized through April production of all locomotives then on order or scheduled for production. By late 1943 the crisis in obtaining material and scheduling domestic production over military and lend-lease requirements had passed. Thereafter, in the railroad industry the shortage would be of manpower, not equipment. With the Allied decision in mid-1943 to invade Europe through France, the end of the war could be foreseen, and railroads had not up to that time been ordering as many new locomotives as they and the ODT had originally projected they would need.

Limitation Order No. 97, as variously interpreted and amended, remained in force from April 4, 1942, to July 17, 1945. It required locomotive builders to secure authorization from WPB prior to scheduling production. However, by the end of 1943 WPB had all but ended controls over new construction and standardization of design of steam locomotives (except in lots of ten or under), and production of new models could proceed apace—as examination of the output of steam by the three major builders in 1944 and 1945 will testify. Diversity once again became possible, as exemplified by the entry of Fairbanks-Morse into the locomotive market. This company, famous for its opposed-piston diesel engines powering U.S. submarines, began locomotive production with two 1,000 h.p. switchers for the Milwaukee Road, delivered in August 1944.

The fact that the Limitation Order did not seriously interfere with diesel development prior to April 1942 is illustrated by Alco having the first true roadswitcher, the RS1, that it had begun marketing in 1941. Alco, using GE electrical gear, by January 1940 had developed its 2000-h.p. DL109 passenger unit. By April 1942, the date of the Limitation Order, this model was in production or had been delivered to seven Class 1 railroads. By July 1942 the New Haven had received 20 of the units, described by *Railway Age* as being for "mixed service" (though primarily passenger units, the New Haven did use them extensively on freight). The road would receive even more beginning in February 1944.

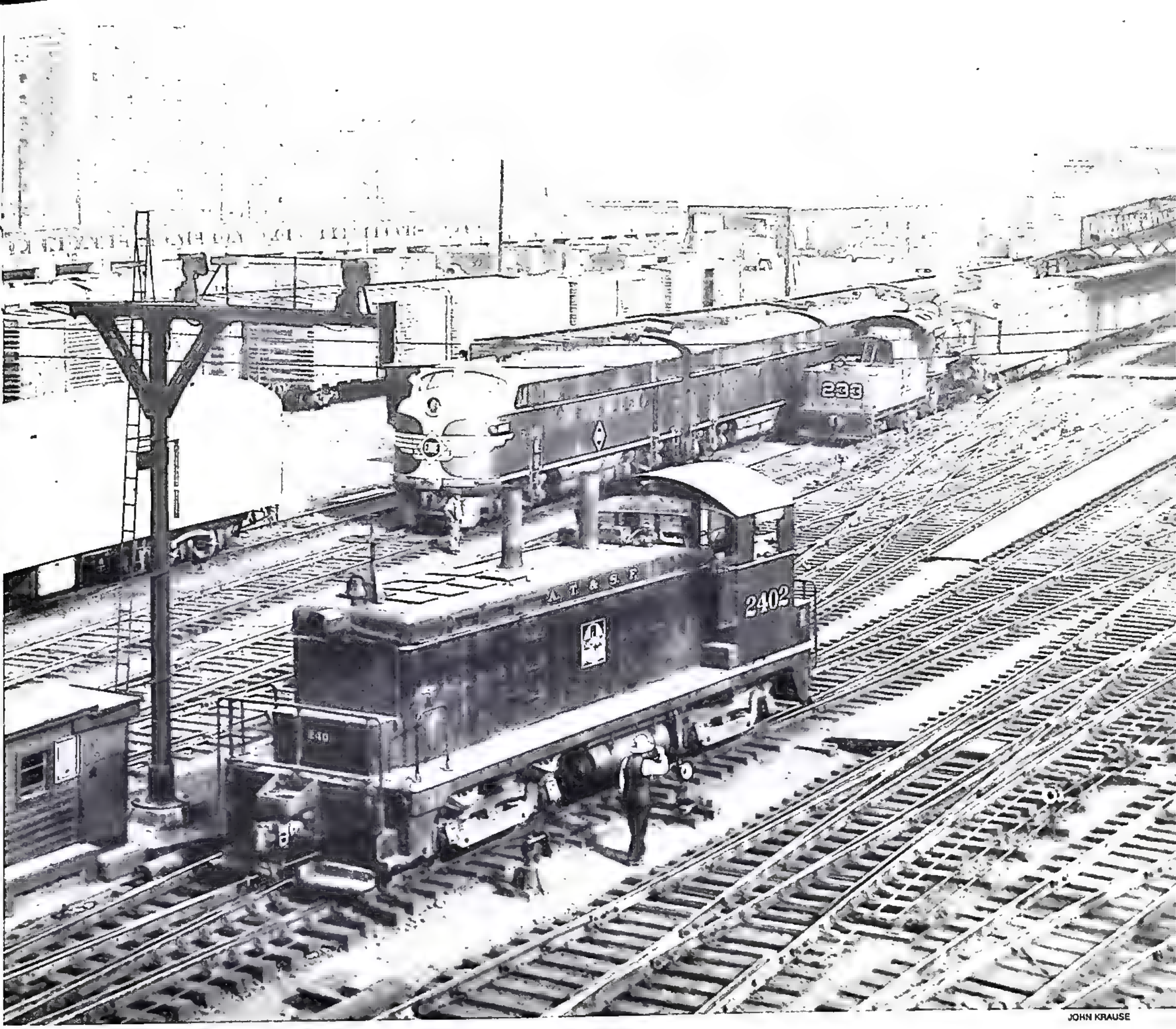
Thus, World War II did not appreciably hold up Alco's move into the road diesel market. True, these locomotives were powered by an already-existing engine (the 539), which was slower and heavier than EMD's equivalent 567. Knowing it needed a more competitive prime mover, Alco had begun development in 1940 of a new engine at its McIntosh & Seymour plant in Auburn, N.Y. The WPB delayed completion of this Model 241 engine until early 1943 when it approved production of two 12-cylinder prototypes.

As Win Cuisinier noted in his article on Alco's Black Marias in the Summer 1975 RAILFAN, "Meanwhile, Alco management, apparently disillusioned by early developmental problems with the 241 engine design, in early 1944 authorized the design of a second engine (the 244) by the special projects group at the Schenectady plant, which would compete with the Auburn-designed 241." Although the 241 went into the "Black Maria" demonstrator in September 1945, it had been killed in favor of the Schenectady-designed 244 before it ever hit the road. This was a "political" decision between Schenectady and Auburn, and it turns out to have been a poor one, for the 244 was a trouble-plagued engine. The 241 was subsequently used as the basis from which

ALCO HISTOR C PHOTOS

THE WPB DELAYED completion of Alco's 241-powered "Black Maria" 1500-h.p. freight demonstrator units, which were never put into production but were replaced by the 244-powered FA1, delivered to the GM&O in 1946.

ALCO PHOTO



JOHN KRAUSE

EMD HAD very successful prewar switchers, such as this Winton 201A-powered 900-h.p. NW shown in Chicago's Dearborn Station in September 1948. Duuring WWII EMD produced only road units, leaving the lucrative switcher market to Alco and others.

Alco developed its very successful 251 engine. It appears that Alco's falling behind EMD was due at least in part to its wrong bet on the 241 versus the 244.

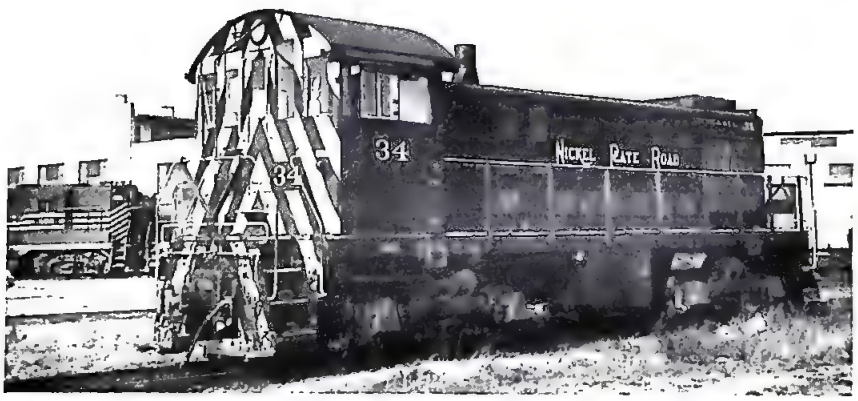
Like Alco, Baldwin had a road diesel under development when the war began. The prototype "Centipede" No.600 was to produce 6000 h.p. from no less than *eight* 750-h.p. eight-cylinder engines mounted crosswise to the carbody. It was never equipped with more than four of the engines due to engineering problems. Although it did produce 53 3000-h.p. Centipedes after the war (one demonstrator, 24 for PRR and 14 each for SAL and NdeM), Baldwin recognized the huge carbody and articulated frame design as impractical. In Fred Westing's words, "its cost of manufacture exceeded the cost of equivalent horsepower installed in smaller standard locomotive units operating in multiple units"—an obvious reference to EMD's FT, sold in two-unit semi-permanently-coupled A-B sets, with each unit packing a single 1350-h.p. V-16 engine. Two of these sets back-to-back would produce a 5400-h.p. A-B-B-A "locomotive." Also, when the operating unions finally agreed that multiple units could be run as one locomotive with one crew, packing so much power into a single unit was no longer a selling point. Therefore, Baldwin's experimental and expensive Centipede could never hope to compete against the already established FT.

With the 600 mothballed in 1944, Baldwin-Westinghouse outshopped in December 1944 and May 1945 a pair of cab unit road diesels "intended for high-speed operation of both passenger and freight trains up to 90 m.p.h." These units, demonstrators 2000/2001, were more in the mainstream of diesel development, packing two standard 1000-h.p. "VO" engines and riding on A1A passenger trucks (they were ultimately sold to NdeM).

The VO-powered road units never went into production, however, because Baldwin had in the meantime developed a new prime mover, the 606/608 in six and eight-cylinder versions, which with and without supercharging became its standard postwar diesel. (The production Centipedes had the supercharged 608 engines.) Interestingly, Baldwin officials testifying before the Senate subcommittee never went into detail about their wartime production problems;

TERRY ARBOGAST

IF THE THEORY is correct that EMD's lead in road units was caused by WPB policy then the most successful and numerous postwar switchers should have been from Alco and Baldwin. But we recognize Baldwin S12s like B&O 9278 at Fairmont, W.Va., in January 1968 and Nickel Plate Alco S2 34 at Bellevue, Ohio, in 1965 as rarities.



HOWARD W. AMELING

they attributed their getting behind, in part, to Baldwin's inability to sufficiently road test its experimental models before going into production with them.

Detailing the wartime developments at Alco and Baldwin demonstrates that neither builder was held back appreciably in research and development during the war. The WPB had put no limitation upon development of new designs, only on their production. Where EMD was at an advantage was in having already in production a reliable and top-performing road freight diesel. Alco and Baldwin had little to offer in this line at the time, and, not surprisingly, the builders themselves initially approved the decision to limit wartime production of road freight diesels to EMD. (No solely-passenger road power, steam or diesel, was permitted under the General Limitation Order.) Their acquiescence is documented in a letter dated July 6, 1942, from Stevenson to the Railroad Industry Advisory Committee, composed of top executives of the nation's major railroads: "Since the Branch (that is, Stevenson's division), in order to achieve maximum production, had acted upon the advice of the locomotive builders at the April 8 meeting and scheduled only switching locomotives at American and Baldwin and only road locomotives from Electro-Motive, this meant the loss of most of the locomotive production from Electro-Motive so that only 30 of the WPB authorizations were scheduled and completed." The loss referred to occurred because the defense contracts EMD had with the Navy took precedence over locomotive production, a situation which, according to Stevenson, the EMD "sales people" had not sufficiently taken into account in projecting the number of diesel locomotives it could manufacture.

Being unable to "ante up" a road freight locomotive in this construction

poker game did not completely put Alco and Baldwin out of the contest, however, for they did not have to give up any of their steam locomotive production, still a major part of their new business. Further, the biggest market in diesels at that time was switchers, not road units. The *quid pro quo* was that EMD give up its lucrative domestic switcher production in exchange for producing FT road units. Alco and Baldwin gave up what they could not produce anyway, road freight units, in exchange for practically all the diesel switcher market.

These advantages were brought out in testimony before the Senate subcommittee by an Alco Products vice president in charge of marketing and a Baldwin-Lima-Hamilton vice president. The former affirmed that it was in the national interest for GM "to turn out road diesel locomotives at a high production rate" because Alco's skill "at that time was in the switching business," which it could do "best and most efficiently." The Baldwin executive, in similar testimony, stated that during the war all of Baldwin's "resources, eneries and facilities" were devoted to supplying steam locomotives to the military services overseas.

At the beginning of the war, General Motors had in production well developed models of freight, passenger and switching locomotives, partly because it had educated railroads into accepting its standardized designs, whereas Alco and Baldwin were less decisive about placing all their engineering eggs into two or three baskets. EMD knew that American railroads were ready for standardized road diesels, even if the railroads themselves did not. In the late 1930s most railroads still believed locomotives—whether steam or diesel—had to be tailor-made for their particular requirements, which they rationalized were different from everyone else's. Part of the reason for this was the need for each railroad's mechanical department to preserve the elaborate organizational and physical structure which customizing required. To leave everything up to the manufacturer would be to surrender much of that structure and the jobs it supported. Many a motive power official was thus unwilling to accept standardization imposed by outsiders.

As late as 1944, in *Railway Mechanical Engineer,* the superintendent of motive power for the Chicago Great Western spelled out the conventional wisdom: "In order to obtain the best results in railroad operation, it is necessary that the motive power be fitted to the needs of the railroad rather than trying to provide service based on the design of the motive power." With this attitude prevalent in the railroad industry, EMD faced a big selling job, and its determination not to vary from its "firm policy" of standardization is well illustrated by the testimony of an EMD official before the Judiciary Subcommittee: "After the LaGrange plant was completed (1936) and we sought to sell our new passenger locomotive, our first and best potential customer was the Santa Fe. In fact, their management had indicated they were prepared to buy some diesel locomotives from us. Their mechanical department in due course arrived at the plant with a large roll of drawings, and immediately we were precipitated into a situation which if accepted would destroy the basic concept of our design, manufacturing and operating program. We were certain that our program of standardization, once accepted and established, would be of inestimable future value to the railroads. We were unsuccessful in our efforts with the Santa Fe, and after a few days the railroad officials wrapped up their bundle of drawings and left our plant without placing an order."

By World War II the Santa Fe had gone so far toward conforming to EMD's way of doing things that the road was pleading with the WPB to allocate its scarce road diesels in preference to other roads wanting them. Late in 1942, Santa Fe's representatives in Washington pointed out to Stevenson of the WPB and Kelly of ODT that "the road was hauling more than 200 (tank) cars of water a day for its own locomotive use (between Barstow and Winslow), which might be saved with diesel power." Stevenson, with ODT's concurrence, then allocated Santa Fe more new FTs, diverted from Eastern roads, e.g., the Boston & Maine.

Baldwin, and Alco to a lesser extent, having failed to develop a standardized line of freight and passenger models before the war, were without the clear production guidelines that contributed to EMD's quality control and efficiency. Above all, at the crucial time midway through World War II, they could not face the fact that the new diesel technology—enabling multiple units to be operated as one locomotive—had doomed the steam locomotive. A simple fact escaped them: the steam locomotive had gone as far as it could as a single unit. It took the design genius who invented EMD's versatile General Purpose locomotive—the "Geep" of 1949—to first articulate the obvious. Dick Dilworth, chief engineer at EMD during the great years of its expansion, summed up why steam "died" in 1929, making the diesel ten years overdue at the time of the interview in 1939: "The only way to make a steam locomotive more powerful is to increase the number of square feet of heating surface in the boiler. Since tunnels and railway platforms and the width between rails all limit the height and width of an engine, the only way to increase the heating surface is to make the boiler longer. But if it gets too long, the fire gets cold before it reaches the far end of the boiler. Thus there is a practical limit to how large a steam locomotive can be."

When competitive development of a

BALDWIN FLOUNDERED in the road freight unit business beginning in 1943 by trying to produce monster "locomotives" rather than multiple units. This 1945 demonstrator had two VO engines and produced 2000 h.p.—it was one of the smaller units!

BALDWIN LOCOMOTIVE WORKS

JIM SHAUGHNESSY

product is no longer possible, that product is usually doomed, even if customer loyalty delays the day of reckoning. In the case of the steam locomotive, customer loyalty was the loyalty of a number of large coal-hauling railroads to the coal-burning steam locomotive. This loyalty evidently lulled the major steam builders into a false sense of security. More likely, they were in a bind. To satisfy their customers and to utilize full plant capacity, they had to keep producing both steam and diesels, unlike EMD and General Electric (considered as a builder of locomotives rather than supplier to Alco). An Alco representative testifying before the Senate subcommittee called the dilemma of the Big Three steam builders "straddling two horses." Yet the day of reckoning was at hand, for the slowness of the coal-hauling railroads to dieselize simply spread out the transition period a few years more than it would have taken otherwise.

As the records of the WPB reveal, it was not the "head start" General Motors got during the war that allowed EMD to outdistance its competitors and eventually drive most of them out of business. Rather, it was a false faith by the Big Three in the future of steam power—a faith likely born of desperation. For by 1939 EMD was ready with a full line of road and switching power. In addition, the steam builders apparently lacked the capital to sacrifice steam production capacity and to pursue a crash research and development program while there was still time to catch up with EMD in engineering know-how. General Electric survived because it had its foot into locomotive manufacturing even before GM; it also had given no "hostages" to its future in the form of commitments to steam power, as had the Big Three. And, above all, this multi-national corporation had the money for research and development. General Electric's resources are still awesome, and in today's drastically reduced market, it is slugging it out head-to-head with EMD with a modernized plant and a commitment to the product equal to that of La Grange. It appears that for the first time since Hitler's war, EMD is facing a truly worthy competitor, and its days of overwhelming domination of the market may have finally run out.

POSTWAR ENTRY into the diesel market was no guarantee of success, as Fairbanks Morse discovered with its opposed-piston engines in units like the PRR "C-Liners" at Silver Creek, N.Y., in 1957. Only GE made it big, thanks to new ideas built into its U25B.

GENERAL ELECTRIC

KEN MURRY

The NRHS' 50th Anniversary Convention

BANQUET ADDRESS BY

V. Allan Vaughn

Chairman, NRHS

FRIDAY, AUGUST 23, 1985

The date was August 18, 1935, and cars 50 and 100 of the Washington, Baltimore & Annapolis Electric Railway were coupled together to make up the farewell special to the line which was to be abandoned two days later. Aboard the special were members of the Lancaster Railway & Locomotive Historical Society and the Interstate Trolley Club of Trenton, New Jersey. The groups were mutually concerned with the future of railroading history and what would become of the dwindling roster of beautiful interurban cars, such as the parlor car 100 they were riding on that day.

Prior to this fateful day, a group of Lancaster, Pennsylvania, area rail historians had met in the carbody of an ex-Conestoga Transportation trolley on December 29, 1933, to discuss the formation of a rail club. Out of that meeting at Neffsville, Pa., came the Lancaster Railway & Locomotive Historical Society, which became a reality on January 18, 1934. Aboard that interurban special a year and a half later, the groups decided to merge their organizations—the name chosen was the "National Railway Historical Society." Three days later, at the PRR station in Lancaster, the new NRHS Constitution was ratified by the members of the Lancaster R&LHS. After the last meeting of the Lancaster R&LHS on October 2, 1935, Leon Franks read a resolution dissolving the organization and establishing the Lancaster Chapter of the NRHS, which held its first meeting on October 16, 1935, at that same PRR station.

When that meeting was being held in that old trolley car in January 1934, Mrs. Jessie Vaughn was in her seventh month of pregnancy with your now-gray-haired Chairman of the Board, so there is very little I can tell you about those very early days of the Society. My memories are of the past 28 years and mostly from the administrative viewpoint—26 of those years I have been blessed with the friendship and assistance of a man who has a wealth of operations experience, my good friend Dick Billings, who serves today as our national treasurer.

I think it is best in looking over the past decades to leave the chronology of specifics, the entrance of various chapters, to the good hands of our capable *Bulletin* staff, ably led by Bill Wagner, but I might note some mileposts. Just as our nation had 13 original colonies, there were 13 NRHS chapters chartered in the 1930s. Of that number, six are still active under their original names: Lancaster (1935), Baltimore (1936), Philadelphia (1936), Rochester (1937), North Jersey (1937) and Connecticut Valley (1939).

The New York Chapter, chartered first in 1935, changed its name to Brooklyn Chapter and was dissolved in 1950—meanwhile, a new New York Chapter was chartered in 1947 and is active today. Steel City Chapter, chartered in 1937, was dissolved in 1950 and, like the Phoenix, arose from its ashes in 1959 as today's active Pittsburgh Chapter. Reading Chapter, chartered in 1937, was dissolved in 1950. Trenton Chapter began in 1937 and was dissolved in 1946; Southern New England began in 1937 and was dissolved in 1947. The last of the original 1930s chapters, Hub Chapter, was dissolved in 1945 and began a new life the following year as the Boston Chapter, not only active today but the host chapter for the joint NRHS-NMRA-RRE convention in their city in 1986.

It wasn't until 1949 that the NRHS left the eastern section of the U.S.—after opening 20 chapters in the East, a charter was granted to the Kansas City Chapter in August of that year, followed by Milwaukee in 1950 and Louisville in 1951. We made the transcontinental leap in 1955 when the Pacific Northwest Chapter joined the fold. Along the line, Milwaukee changed its name to the Wisconsin Chapter.

Four chapters formed in the war years of 1940-1945 survive today: Lehigh Valley, Buffalo, West Jersey and Washington, D.C. Harrisburg, originally chartered in 1940 and dissolved in 1949, reappeared again in 1959. The good folks in Hartford, Conn., tried it twice, from 1940 through 1944 and again from 1950 to 1970.

With the granting this year of a charter to the Southern Nevada Chapter in Las Vegas (their second time around, incidentally), there are today 145 chapters comprised of 12,022 members, including 1012 associate members, as of July 12, 1985. In addition, there are 1954 family members (that is, the wife or husband of a regular member). All are in the United States except for two Canadian chapters: Laurentide in Montreal and British Columbia in Vancouver. There is a chapter in Hawaii and at one time there was one in Alaska.

I might inject a note here that not only was 1935 the first year of the NRHS but also of the National Model Railroad Association (which is holding their golden jubilee convention where it all began in Milwaukee) and the Steamship Society of America. I know that like myself, many of you are members of all three organizations.

Over the half-century, the NRHS conventions have all had their special excursions, noted speakers and occasional record attendance. I have attended all since 1961 except Atlanta in 1962, and I have only one sad observation about these events: only the 1951 Montreal convention is featured

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Chairman Vaughn's remarks have been edited slightly to adapt them to printed form. Some comments relating specifically to the banquet or internal NRHS matters have been deleted for clarity to a more general audience—J.B.

in the Film Library movies, while a collection of slides covers the conventions from 1951 through 1965. I cannot think of a finer project for the past, present and future host chapters to embark upon than to remedy this situation by documenting their conventions.

At least one convention had a comical feature, not planned, but nonetheless an adventure. We understand that the first Roanoke convention experienced a soot and cinder filled excursion, and upon the return to the Hotel Roanoke the call upon the water system by grimy railfans caused a sudden switch from hot to cold showers that prduced shrieks that broke six headlights at Schaffers Crossing!

The only convention in recent memory that didn't have the traditional banquet was the 1981 Louisville event, which substituted a buffet aboard the river steamboat *Belle of Louisville* and no guest speaker—the calliope did all the talking.

Speaking of steam, a goodly number of NRHS chapters were formed along the route of the Southern Railway and continue to enjoy annual excursions with the likes of 4501 and the FP7s. We look back with special thanks to Graham Claytor and Jim Bistline—and of course more recently to the N&W and Norfolk Southern and Robert Claytor, who freed the sleek 611 from its museum display, along with another Roanoke product being examined in Birmingham, Number 1218, a 2-6-6-4. The N&W, Southern and Norfolk Southern have been responsible for a great amount of NRHS convention activity, and without their blessings we would have had fewer convention excursions and possibly would have had to skip the annual event on several occasions.

In 1963 the first Denver convention brought a new dimension to the NRHS: Western mountain and plains railroading. Again in 1969 and 1982 the steel rails took us to Colorado, while the Pacific Ocean beckoned us in 1965 and 1978 to the Northwest at Portland, and in 1974 to San Francisco. The 1963 convention also signalled a tremendous increase in membership for the NRHS, with nearly a doubling of the membership in the following year. The computer printouts for the awarding of 25-year membership pins in 1988 and 1989 bear this out.

The operations and finances of early conventions were relatively simple, with yards filled with idle coaches and steam locomotives all around the eastern states, the demographic center of the NRHS then, as now. Streetcars and interurbans rambled across the countryside. But, as the motor age and the age of the jet aircraft pecked away at the locals, the trolleys and the interurbans, not only were trips more difficult to find and plan, but it became necessary to expand the activity away from the traditional Labor Day Weekend. Recent conventions have had funds handled well into six figures, and thanks to our chapters and other organizations that maintain and operate their own equipment, we can still enjoy a degree of the old flavor of rail service at conventions.

Lew Pardee, then our national president, was concerned with this lack of equipment and the freight-only status of many of the railroads which had once been favorite train-riding lines. Lew worked with a number of individuals to determine if a national insurance and consulting service could be established. Thanks to his finding the able and stubborn research of John Larkin, the Society founded "Railtours of America" in 1978. Since that date, Railtours has worked with 26 chapters and over a dozen outside organizations on special excursions on over 40 railroads, many of which have welcomed us back on numerous occasions. Railtours has been involved in a considerable number of convention trips, including this year's activities.

Like many organizations which have their memberships nearly 100% in local units, the so-called "national activities" are really those of the chapters. Without these people and their dedication and abilities, all the preserved engines and cars, the depots and artifact displays would have been scrapped long ago. People provide the muscle, the talent and the salesmanship to preserve railroad history—and our Society has probably the best dedication anywhere. I have spoken repeatedly in my travels and in my writings about the people of the NRHS. I truly wish I could shake hands with every single member, for there is no such person as "just a member" of the Society. Hawthorne said that "Every individual has a place to fill in the world and is important in some respect, whether he chooses to be so or not." I firmly believe that in the NRHS we have a high—very high—percentage of those who choose to be important and continue to show that spirit in the continuing saga of the iron horse.

I have worked beside many hundreds of talented individuals in the Society in the pursuit of the goals of the NRHS. Some of them are no longer with us, but they laid the foundation upon which we stand today. They are gone and we are left behind, their memories their greatest monument.

A name we cannot overlook is that of Arnold Watson, whose generosity and belief in the preservation of the printed word enabled the NRHS to begin the Library of American Transportation, now housed in permanent quarters for the first time—those being the Suburban Station Building in Philadelphia. Arnold's gift to the Society, the interest from which sustained the expenses of the temporary facility in New Jersey, will be used as the cornerstone for developing a combination of historical documents in microfiche and computer storage mode, as well as the traditional shelves of railroad books and statistics. It is our goal in the Library to become the "super catalog" of available material on railroad history that is already housed in our collections around the nation in addition to the wealth of material in our own chapter and individual member collections.

When I was a boy and inevitably a teenager, I lived among the elevated trains, the streetcars, the local switch engines and the streamliners. This was sufficient, along with a railroading family, to kindle the spark of interest in steel rails. But it was a radio program that touched off a life-long interest in the written and spoken word, and in closing I would like to share once again these words from a long-ago Saturday morning with you: "As a bullet seeks its target, shining rails in every part of our great country are aimed at Grand Central Station, heart of the nation's greatest city. Drawn by the magnetic force of the fantastic metropolis, day and night great trains rush toward the Hudson River, sweep down its eastern bank for 140 miles, flash briefly past the long red row of tenement houses south of 125th Street, dive with a roar into the two-and-a-half-mile tunnel which burrows beneath the glitter and swank of Park Avenue, and then ... Grand Central Station, crossroads of a million private lives, gigantic stage on which are played a thousand dramas daily."

This, ladies and gentlemen, brings us to the future—and I bid you welcome.

KEN MURRY

GRIF TELLER, renowned PRR calendar artist and NRHS Honorary Member, was given a standing ovation by the 695 attendees of the 50th Anniversary Banquet.

KEN MURRAY

The NRHS' 50th Anniversary Convention

BANQUET ADDRESS BY

William L. Withuhn

Smithsonian Institution

FRIDAY, AUGUST 23, 1985

I would like to challenge you tonight. I could share with you a series of comfortable thoughts on the past and future of railroads in America, but I won't. As I was putting my ideas together for this night, it occurred to me that this 50th anniversary of ours is too important a milestone, too important a time, for me simply to resort to comfort and well-worn truisms. So I'm not sure if I'll get more objections than polite applause when this is done. But I want to challenge you, to shake you a bit, as we look toward the next 50 years. Only from challenge, I believe, comes worthwhile growth.

There are two basic questions I want to pose. First, what will the railroad industry look like into the next century, as we point our cameras and take our notes from lineside? And, second, what can we as an historical society do to grow, to insure that the history of railroading, as it unfolds into the future, is marked and remembered?

First, the industry. What is the history in the making that's going on right now? I believe your crystal ball is just as good as mine, and I don't claim any special insight. But as one who is just as concerned where railroads are going as where they've been, I believe a few trends ahead of us are unavoidably apparent.

Let's start with the good news. Most of the large railroads today are in the black. Their rates-of-return are not exceptional, but most of the major lines are in fair financial health today. Even Conrail, for heaven's sake. When I was a young staffer on Capitol Hill twelve years ago helping draft the original Conrail legislation, notably the key joint-use provisions, I guess we scarcely dreamed that it all might turn out, despite the hopeful rhetoric back then. It is an enormously satisfying thing for me to see Conrail today prospering.

We know railroads are absolutely vital to our country's well-being. Railroads, today, haul more tonnage more miles than any other form of intercity transport. Well over 1/3 of all our intercity freight ton-mileage goes by rail. That means that over 1/3 of our nation's commerce, its economic lifeblood, goes by rail. That's more than trucks, which haul only 1/4 of our intercity commerce, and far more than waterways, pipelines or air.

And in recent years, American railroads have hauled more tonnage than ever in history. In 1980, U.S. railroads carried well over 900 billion revenue ton-miles, an all-time record, and twice the tonnage as in the heyday year of 1929. It was even more tonnage than any single year during the great traffic push of World War II.

But American railroads are in trouble—deep trouble, I believe. Oh, I know, there are always Cassandras around who can invariably find a tarnished lining in a cloudless sky. We get tired of bad news, and we'd rather remember good times past. But we will live in the future, so we'd better pay attention.

Despite the present good health of our largest railroads, traffic is skidding, and it is skidding far more than recent recession times would predict. Traffic is off dangerously in the "bread and butter" commodities that are the bedrock base of rail traffic: coal, grain, steel, chemicals, ore.

Only the glamour trade of piggyback and containers is healthy, but piggyback and containers represent only 10% of total carloadings. In the heavy, bulk commodities, which account for 80% of originated tonnage, the long-term trends are flat or falling.

Now I want to be somewhat revolutionary, compared to most railroad editorials: The bad trends are *not* the railroads' fault. No amount of jazzy marketing, or reduced transit times, or creative rate-making will help. The problem is that our national economy, as a whole, is changing, and railroads may not be able to do anything about it. As a nation, we're turning away from the sort of economic production that traditionally depends on rail.

As we turn more to a service economy and proportionally more to lighter manufacturing rather than heavy, only piggyback and containers will grow in a robust fashion. But, as pointed out dramatically in a recent AAR analysis, piggyback and containers cannot support even a scaled-down, pruned-back system of core main lines. Despite all the talk of integral trains, container trains and dedicated unit trains, the revenue dollars just aren't there compared to expenses.

So what does this portend for the next 15 or 20 years, as the 21st Century approaches?

Yes, we will see more container trains and piggyback trains. We will see more unit trains. The boxcar is a rapidly dying species, and there will be no more boxcar leasing boomlets.

True integral trains will be tested and may make some inroads. The RoadRailer will continue to be tested, as GM tries it out for auto parts distribution, for example. Pay attention to these activities; on their success or failure depends our industry. But the basic traffic base—the heavy bulk stuff in covered or open hoppers—will continue to be the main business. The hopper trades may indeed grow. But their growth will not keep pace with expenses, nor will their growth keep up with the national economy as a whole. We are in for a shake-out in years ahead, maybe the most serious the industry has ever faced.

The number of railroad companies will continue to shrink. Soon, we'll have just five or six major firms dominating the industry: Burlington Northern, Union Pacific and Santa Fe

Southern Pacific in the West, and CSX and Norfolk Southern in the East. Conrail is, of course, the wild card. The smaller firms—the Guilford lines, the P&LEs, the Soo-Milwaukees—will be an interesting sideshow at best, I believe. The Class III short lines will continue to proliferate, for there is a whole new round of track abandonments ahead, as the "big five" further prune their systems and short lines glean over the pickings. The American Short Line Railroad Association is a growth association, with nearly 300 member lines at last count.

In locomotive innovation, don't look for a lot in the next few years. The locomotive market right now is way off, with the major lines having thousands of units stored serviceable for lack of traffic. The cheapest "new" locomotive right now is one off the storage line, rather than one ordered at nearly $1 million a unit from GE or EMD. The continuing mergers will put more serviceable locomotives into storage, due to improved maintenance scheduling, dispatching and route efficiencies gained from merging fleets. Santa Fe Southern Pacific, for example, will need 1000 fewer units when the effects of its merger are fully in place.

These fleet reductions are probably permanent; we now have some 26,000 locomotives nationally. That number could well shrink to 20,000 active units in the decades immediately ahead, even if traffic does not fall.

Steam is dead. Since 1980, we've heard a lot about coal returning as a fuel for modern locomotives. But new steam is dead; long live steam.

Diesel fuel is now down to as low as 68¢ a gallon on term contract. Projected ACE 3000 economics, for example, make sense only for diesel fuel prices of about 75¢ a gallon or higher. I think there was an opportunity for ACE between 1980 and 1983, but I believe that opportunity is now gone, and probably gone for good. Now make no mistake: the ACE 3000, as an engineering design and as a projected working locomotive, passed muster with flying colors with the mechanical and operating departments of two of our biggest railroads, after intense scrutiny. But now we have an oil glut.

Of course, no one believes that the present oil glut is anything but temporary. Worldwatch Institute, a respected think tank in Washington, estimates that within ten or 15 years, we may be dependent again on Middle East oil.

But within five years, other forms of motive power that can use coal will be well on the path of full development. GE, in particular, is experimenting now with a coal "slurry," or finely divided particles of coal suspended in fuel oil, as a diet for diesels. GE is also a world leader in gas turbine development, and most of the old problems of gas turbines on railroads can be solved. Modern regenerative, external-combustion gas turbines, using no steam, could burn run-of-mine coal and pass nothing but clean gas over the turbine, permitting a highly practical machine without the throttle lag and without the poor part-load efficiency that have always plagued gas turbines on railways.

My bet would be that we will indeed see coal as an experimental fuel on American railroads within five years, either in a diesel or in a gas turbine. Any quantity of such locomotives, however, must wait for the next oil crisis. Railroads have little incentive to change over their fleets, or even to try a test fleet of a few hundred units, without a major economic shock in the oil market.

Diesel design, however, is highly "mature," as they say in the development business, meaning that it is harder and harder to get smaller and smaller improvements in economy. Diesel builders talk about efficiency improvements all the time, but they face a classic situation of diminishing returns and fundamental upper limits on ultimate efficiency. The next breakthrough in locomotives will be the gas turbine, I believe. But it will be a wait.

So where does that leave us as NRHS members? I said I would talk about our future growth and vitality as a society. With all my gloom and doom just now, you may rightly wonder.

Our industry is certainly *not* "dying," or anything of the sort. But we are in for some major changes, and it is, in fact, hard to see what these changes will be and how they will work themselves out. We are in for some interesting times ahead, that we know. We will see, I believe, severe reductions in mileage over the years, new locomotive types (depending on Middle Eastern politics), and new types of trains. Railroads will be around as vital parts of our national transportation network, primarily because they are so energy efficient. As someone said, if we didn't have railroads, we would have to invent them, to have any sort of overland heavy haulage for an industrial, or "post-industrial," society.

In that context, I would like to see the NRHS more involved nationally in two activities. These are (a) historic preservation, as many chapters already do very energetically, and (b) advocacy for our industry. Now I'm expressing a personal view here, and I know many would not agree with me. But I think we should, all of us, be looking actively in both directions: to our proud past and to the future that we must all live in.

In historic preservation, I would just like to cite one chapter's example. I know there are many chapters with superb track records here, but I am most familiar with one, so I'll mention it. The Lancaster Chapter is, I think, a real leader in preservation efforts. I observed the Chapter's wonderful efforts on behalf of GG1 prototype 4800, through the Friends of 4800, and I've recently seen the Chapter's efforts to relocate and restore the Lemo Tower. No finer examples of significant and professional-standard historic preservation can be found in the United States, in my view.

Sure, it takes money to do these things. But even modestly endowed chapters can find excellent projects in their own backyards. Photographic documentation, conducted in a planned and careful manner, is cheap. It just takes time and dedication. Or an oral history project can be conducted, of infinite value to future historians. We have already lost too many marvelous railroad working people without capturing their insights and remembrances for future generations. We as hobbyists are often so wrapped up in the machinery and technicalities of our interest that we forget the most important part of railroad history: the people.

Machines don't make history. People do. So I urge you to get out those tape recorders along with the cameras and record railroad working people talking about their profession and their craft. Such a project would do any chapter, and the society, proud.

As to growth of the society, I would see such photographic or oral history projects, or historic preservation projects, attracting new members who are interested in active history collecting and documentation, or interested in their local history in a serious way. Such new members could provide a modest but growing adjunct to present NRHS activities, across the country.

In looking ahead to the future of railroading, I would urge us to get our collective heads out of the sand and advocate for our industry. *Trains* columnist Don Phillips has recently noted that, in the latest Amtrak fight in Congress, Amtrak's friends were strangely silent. Don wonders if we are not complacent, wrongly thinking that it's no use getting involved.

Well, I can tell you as a former Congressional staffer, that one tactfully worded letter *can* change a House or Senate vote. I've seen it happen. Nothing—I mean nothing—is more dangerous in the legislative process than complacency.

Now, as a federal employee, I can't officially recommend a particular position on a particular funding issue before Congress, such as Amtrak. But I can certainly urge you to make your opinion, whatever it is, known. And I'm certainly not recommending that the NRHS become an arm of NARP. But if we support our industry, as individuals, then we should say so, and say so where that opinion will make a difference.

Even for freight railroading, our active involvement is important. The coal slurry pipeline issue will keep recurring,

and the present cry by power utilities to reregulate coal traffic is worrisome. Let your legislators know how you feel.

We should never underestimate how much railroads, freight or passenger, have slipped from the public's attention. Railroads, truly, are taken for granted by most Americans. One person noted that railroads have now become part of the plumbing of society, without any of the glamour of past eras. I disagree strongly with that; nothing is more exciting to me personally than the chant of five units and 15,000 horsepower, for example, charging a summit and speeding across the flats to deliver the goods to American industry. The public must pay more notice.

If you agree, then that means we must be involved, even more than we are now, in the future of railroading.

The NRHS' 50th Anniversary Convention

THE LANCASTER CHAPTER hosted the NRHS 50th Anniversary Convention in Lancaster, Pa., with a "Dutch Country Rails" theme. Activities began on August 20 and concluded on the 25th.

JIM BOYD

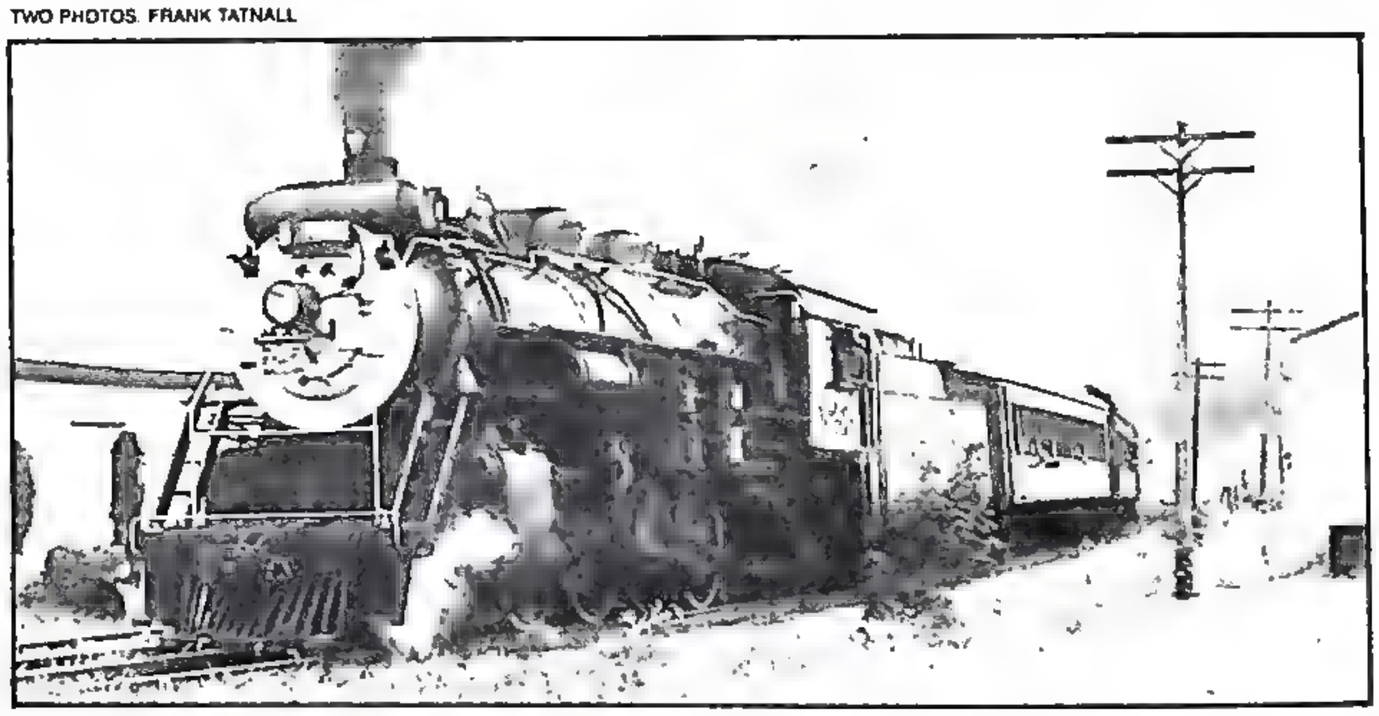
NIGHT PHOTO SESSIONS were conducted by Editor Boyd on Tuesday and Wednesday. The Tuesday session on the Strasburg R.R. included this scene of PRR 7002 and Lemo Tower, recently moved from Harrisburg. The Wednesday session was at the Museum and featured simulated steaming of the PRR E6 and K4 (front cover) and the live John Bull Jr. with the big M1a (next page).

Photo Line

JIM BOYD

ORANGE AMTRAK GEEPS handled Thursday's train to the Gettysburg R.R. where ex-CN 2-8-2 3254 did the honors from Mt. Holly Springs to Gettysburg.

TWO PHOTOS, FRANK TATNALL



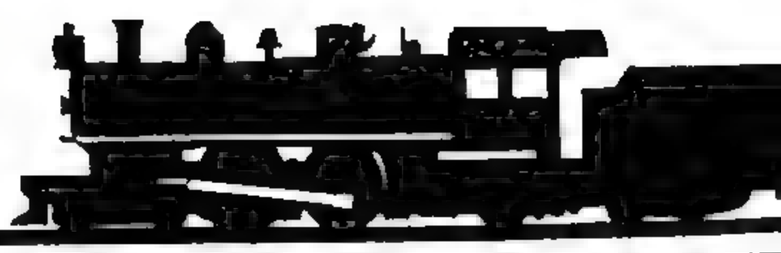
HOMER HILL

ALEX MAYES

STRASBURG'S TWO Pennsy engines, 4-4-2 7002 and 4-4-0 1223, were used on a doubleheader over the main line to Harrisburg (below left) on Friday—hitting 60 m.p.h. in places—and a Lancaster to Strasburg run on Saturday.

J.M ZEIGLER

EX-ERIE LACKAWANNA SD45-2s were used as helpers on Sunday's trip with Amtrak equipment to Horseshoe Curve. The train traversed the curve westbound, turned at AR Tower at Gallitzin and returned downhill. After unloading at Altoona, it repeated the run with local passengers while the NRHS passengers were bussed to the curve to watch.



The Espee's most obscure piece of railroad?

The

PHOTOGRAPHY: DAVID C. LUSTIG

OPERATOR JANIS SMITH briefs the Lakeview crew as their workday begins on December 28, 1984. Out in the Alturas yard, two Geeps and 14 cars await. Heading up the branch (right) they round the end of frozen Goose Lake.

The dawn is a weak one and does little to raise the temperature, holding steadfast at three degrees below freezing. Wind from the north drives the chilly air through even the most tightly woven of parkas, and only the lights from the train order station give a hint that there is life in the small Alturas, California, railroad yard.

Only a few tracks hold cars. The rest lay unused, a thin coating of rust enveloping the railheads. An outdoor scale, a few small buildings and the remains of a pump house dot the perimeter where once a busy servicing facility stood. SP's unique cab-ahead 4-8-8-2s were once maintained here, as well as black widow Fs in perfect A-B-B-A multiples. Forty-five engineers called this place home. Now, the only sign of activity is a pair of dirty GP9s idling unmanned at the point of a short train. The lead unit has dirty injectors, the other a slight buckle in its frame. The yard, the train order station, the pair of Geeps: all have seen much better days.

And the same can be said for the Southern Pacific's entire Modoc Line, of which this small yard sits squarely in the middle. Named for Modoc County through which it passes in the far northeastern corner of the Golden State, the route was once an important shortcut through which Pacific Northwest business bound for Ogden bypassed the congested Sacramento Valley and Donner Pass. Although it never carried an extremely high volume of traffic—three or four trains each way a day in the 1950s—the Modoc Line saw the biggest steam and diesel power the SP could muster. Even now, it takes four or five SDs to move the one through train each way a day.

But because this December 28, 1984, between the Christmas and New Year holidays, the two Geeps, dirty caboose and dozen-odd freight cars will be the only action today on the 220 miles between Klamath Falls, Oregon, and Flannigan, Nevada. Even this hollow remembrance of glories past will not be working the main line, however; they will be on one of the two branches that radiate from it.

The first branch is further south, leaving the main at a wide spot in the road known as Wendel for a straight and rather featureless 17-mile stint to the big lumber mill at Susanville. A Geep is kept at Wendel for the twice-a-week trek to Susanville, handling about 30 cars each trip. This second branch

Lakeview Branch

by David C. Lustig

out of Alturas meanders a picturesque 55 miles north to Lakeview, Oregon. It will take twelve hours to conquer: three hours up, five hours of switching, then beans and three hours back. Its problem—lack of traffic—is symptomatic of the entire line.

It's now an hour after dawn. The morning has warmed up. It's only two degrees below freezing.

The crew, all called from the extra board, hasn't worked this line in years. Usually called for the main line, the holiday season has found them discussing the day's outing with the lone operator at Alturas.

The days' work will be really quite simple. The remaining industries on the branch, all lumber related, are in Lakeview. There will be no switching en route, no stops at the ghosts of abandoned settlements. There will be no crowds waiting at the now privately-owned two-story brick station at Lakeview. There will be, however, grades and snow and lots of emptiness. Perhaps that is one of the reasons the SP has petitioned to abandon this line. Even the crew is transitory, having brought the local in from Klamath Falls the night before. Tomorrow, after spending a second night in Alturas, they will mount their steeds once again and head west, back to K. Falls. For them, this trip is merely a three-day sojourn to deliver 14 cars and take home whatever is available.

The impromptu briefing over, they straggle out singly and in pairs to the waiting train. "Anybody got a match?" asks the conductor hopefully. The heater pilot in the caboose, it was just learned, is cold. Several crewmen fish around in their pockets. Finally, one finds a book. "That's a good railroad," quips the conductor, noting a stylized BN emblazoned on the matchbook cover.

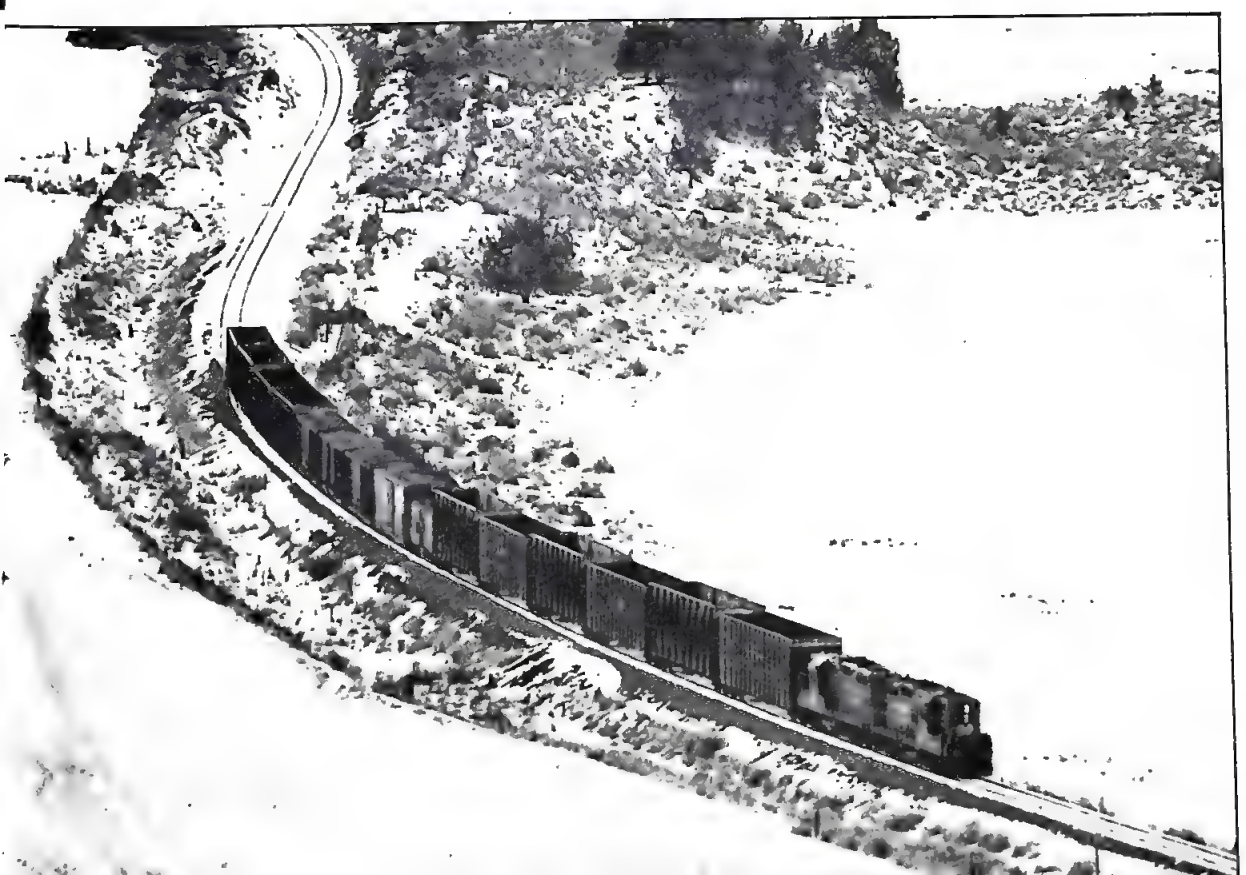
With the trains' radio checked out, clearance from the Alturas operator and the knowledge of no other operations on the line, the engineer brings the Geeps to life as he takes the switch for the Lakeview Branch. There's movement on the Modoc Line at last.

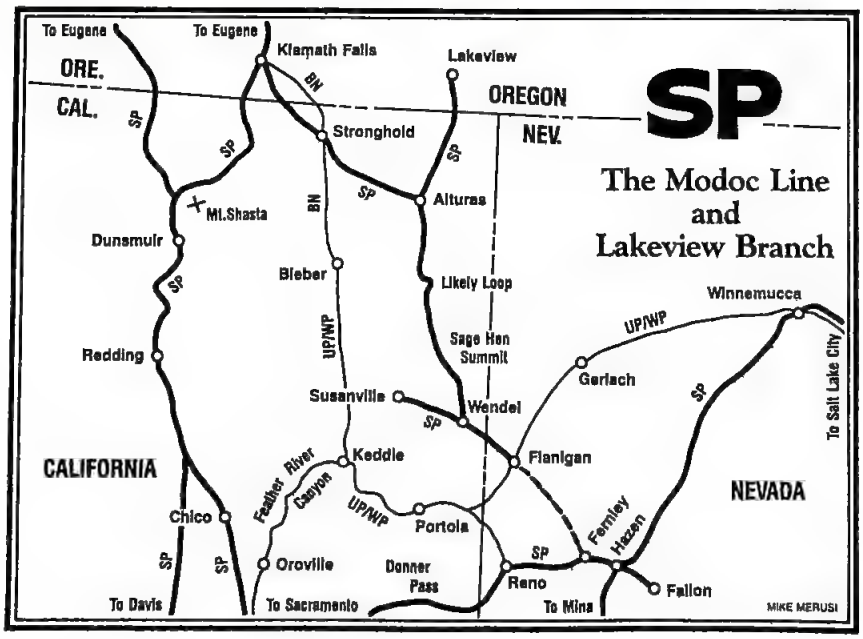
Railroading here wasn't always so laid back, however. From Lakeview to Reno, this line was once the three-foot gauge Nevada-California-Oregon, and Alturas was its headquarters. Southern Pacific acquired the line in 1926, with part of the lower end going to the Western Pacific (which, under the Union Pacific banner, is still used today as that road's entry into Reno). Operating for a short time as a narrow gauge line under SP control, the line was quickly widened to standard gauge, and the new owners constructed a line from Klamath Falls to Alturas. The crossing of the mountains was much gentler here than at Donner Pass, and the opportunity to save days by passing central California was worth the expansion, not to mention opening up a new region.

Threading his way slowly through Alturas, the engineer uses the air horn almost continuously for the many grade crossings. Passing the former N-C-O passenger station, sold to the local garden club for the princely sum of one dollar in 1967, the line disects Main Street at an acute angle before turning and reversing itself in a slow arc and heading north. On the west side of Main is the former N-C-O headquarters, still looking as if it should belong to a railroad. The Elks own it now. Just beyond the station, still on the arc, is the site of the old narrow gauge yard, deemed too restrictive once the line was standard gauged.

Clearing the outskirts of town, the engineer throttles the Geeps to life and begins working the slight grade, the dirty injectors in the lead unit making the pair appear to be laboring harder than they should.

Twisting through canyons, following natural grades wherever possible, the train climbs into the snow which has deserted Alturas weeks before. Small





communities that meant something in years past come and go with nary a nod from the crew as the train makes its way north. Working around the frozen Goose Lake, the twin examples of mid-1950s EMD technology pass by the outskirts of Goose Creek, a partially abandoned community that died when the area was logged out. A good-sized mill once stood here. Only the rusted sawdust burner remains.

Once these little hamlets were important central gathering places for a variety of in and outbound material on the railroad: grain, dairy products and, of course, the mail. More than once during a particularly bad winter these outposts of civilization would have been totally cut off from the outside world save for the determined railroaders forcing the line to reopen.

Lakeview. About the same size as Alturas, it is definitely a more lively town. But for the SP crew it is the end of the earth.

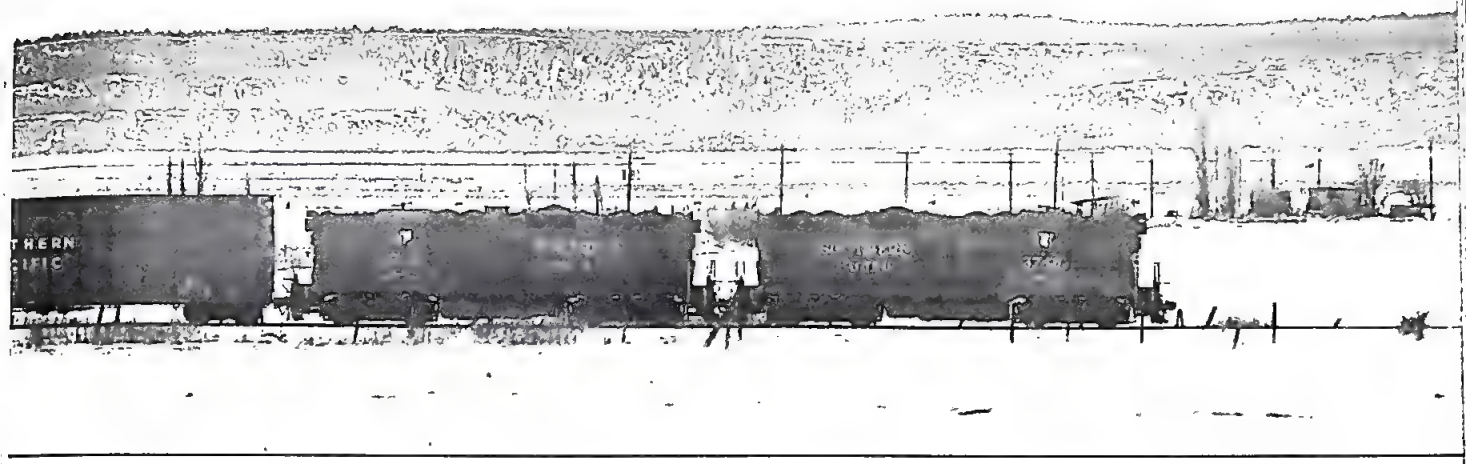
When the first Nevada-California-Oregon passenger train arrived here in 1912, crowds gathered and bands played. The performance was repeated when the standard gauge Southern Pacific did the same in 1928. Almost 60 years later, the entry by today's train solicits neither, passing the now privately-owned N-C-O station unnoticed while on its way to the few remaining customers.

For the next six hours the crew will seesaw cars in and out of cramped sidings, replacing pick-ups with setouts, respotting and then taking time out for beans. Today's customers are but three: Lakeview Lumber, Fremont Sawmill and Louisiana-Pacific. Other industries, such as Woodgrain Molding and Precision Pine, are more seasonal, usually providing business only in the summer months.

The return trip will be as uneventful as the upbound one, and the crew will tie up in Alturas about 10:00 p.m. After a night at one of the local motels and breakfast at Jerry's coffee shop, they will reassemble at the order station to take their train back up the main line to K. Falls and home.

The future of the Lakeview Branch is now in the hands of lawyers and politicians. The California Public Utilities Commission gave the SP permission to abandon the line between Alturas and Lakeview as of September 30, 1985, but the city of Lakeview has expressed a serious desire to buy it. Since the only customers remaining on the branch are within Lakeview, the city feels a responsibility to retain rail service to ensure the viability of its industry. The SP has agreed to continue service as long as productive negotiations are under way.

The Susanville Branch is also being petitioned for abandonment, but as of early October no decision has yet come down. Although they are just a nui-



WINTER IS HARSH as the Geeps traverse an icy landscape of twisting valleys (left) and open prairie like this north of Davis Creek. There is little business between Alturas and Lakeview.

Railfanning the Modoc Line

Compared to Donner Pass and the Shasta Route, the Modoc Line is not a heavily-trafficked operation and therefore not as intently followed by photographers. And that is a shame.

The scenery runs the gamut from high desert at the lower end to mountain railroading at its most breathtaking from Alturas west. Trains using the line originate at Eugene, Oregon, and Ogden, Utah. Eastbounds enter the Modoc Line at Klamath Falls, run the mountain country to Alturas and traverse high desert terrain south over Sage Hen Summit to Wendel, where the crews out of Klamath change. Twenty-two miles southeast of Wendel is Flanigan, Nevada, where the Modoc Line encounters the old Western Pacific main line. At one time the SP crossed the WP and continued south to the SP's Donner line at Fernley, but that was torn out in the 1960s. Today, they swing east onto the WP (now, of course, it is the Union Pacific) for the 150-mile run on trackage rights to the SP again at Winnemucca. The crews continue eastward on the WP/SP dual track to Carlin, just west of Elko, where the Ogden crews get on.

"Normal" operations—and we use that word loosely—will find at least one train each way per day covering at least past of the line in daylight. With only one train each direction per day, however, a problem in railfanning the Modoc Line is the high probability that the trains will cover the most interesting country in the dark. There are only two open agencies, Wendel and Alturas, and they also happen to be the only places with sidings long enough to meet the typically-100+-car trains. The track is maintained to main line standards, but it is "dark" territory with train order operation and no lineside signals except for the SP-BN crossing at Stronghold. Operations can be monitored on the SP radio road frequency of 161.55 MHz.

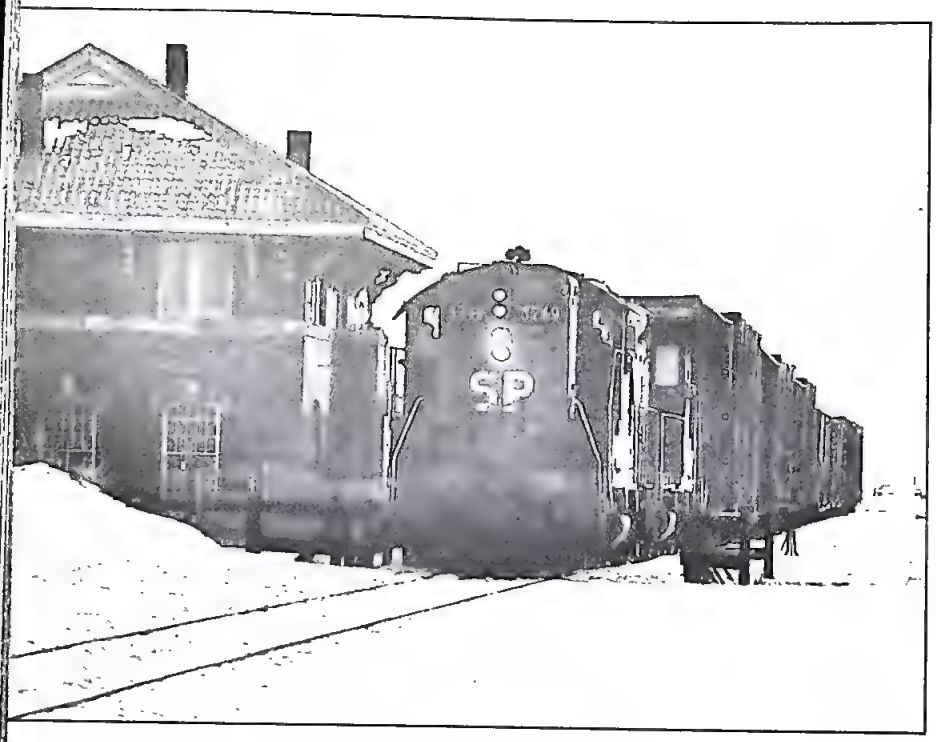
Helpers are used on the line, but since they are on the front, it is often difficult to tell the two helpers from the three-unit road set. The helpers from Klamath Falls are sometimes cut off at Sage Hen Summit and sometimes carried through to Wendel.

And then there is the magnificent Likely Loop, about 22 miles south of Alturas. A series of horseshoe curves rather than a Tehachapi-like circle, Likely Loop is a great place to watch and photograph the struggling southbounds. Catching trains there will be a matter of luck, however, for in the five days we were in the area, the action was always after dark. Best bet: summer. Sage Hen Summit is another 30 miles to the south. The one train we did catch had five SDs and 78 cars.

We used Alturas as home base for our trip and found it to be an excellent place to keep in touch with both the branch and main line trains. The SP yard is southeast of town. Alturas has a number of motels, but if you're planning to be in the area in the summer months, an advance reservation is advised. The real surprise for a town the size of Alturas was the number of very nice eateries. The ones we tried and would definitely return to in the future include the Niles Hotel, the Rancho Steak House and an excellent family-style Basque restaurant, the Brass Rail. For breakfast we found Jerry's, a very pleasant coffee shop on Main Street, quite up to the task. And if you're in Jerry's on a morning the Lakeview Job is working, you should find most of the SP crew there.

If you visit Alturas, do take time to visit the city museum. It's impossible to miss: there's an SP 2-8-0 in the small park right next to it on Main Street as you drive into town from the south.

Finally, Hal take note, there's a Carstens Chevrolet, Oldsmobile and Cadillac agency in Alturas. We looked for Kalmbach Lincoln-Mercury, but, alas, no such luck—DAVID LUSTIG.



sance to a distant corporation like SP, both of these branches generate enough traffic to provide a decent living for a contemporary short line operator with minimal overhead.

Meanwhile, the future of the entire Modoc Line continues to have an aura of uncertainty about it.

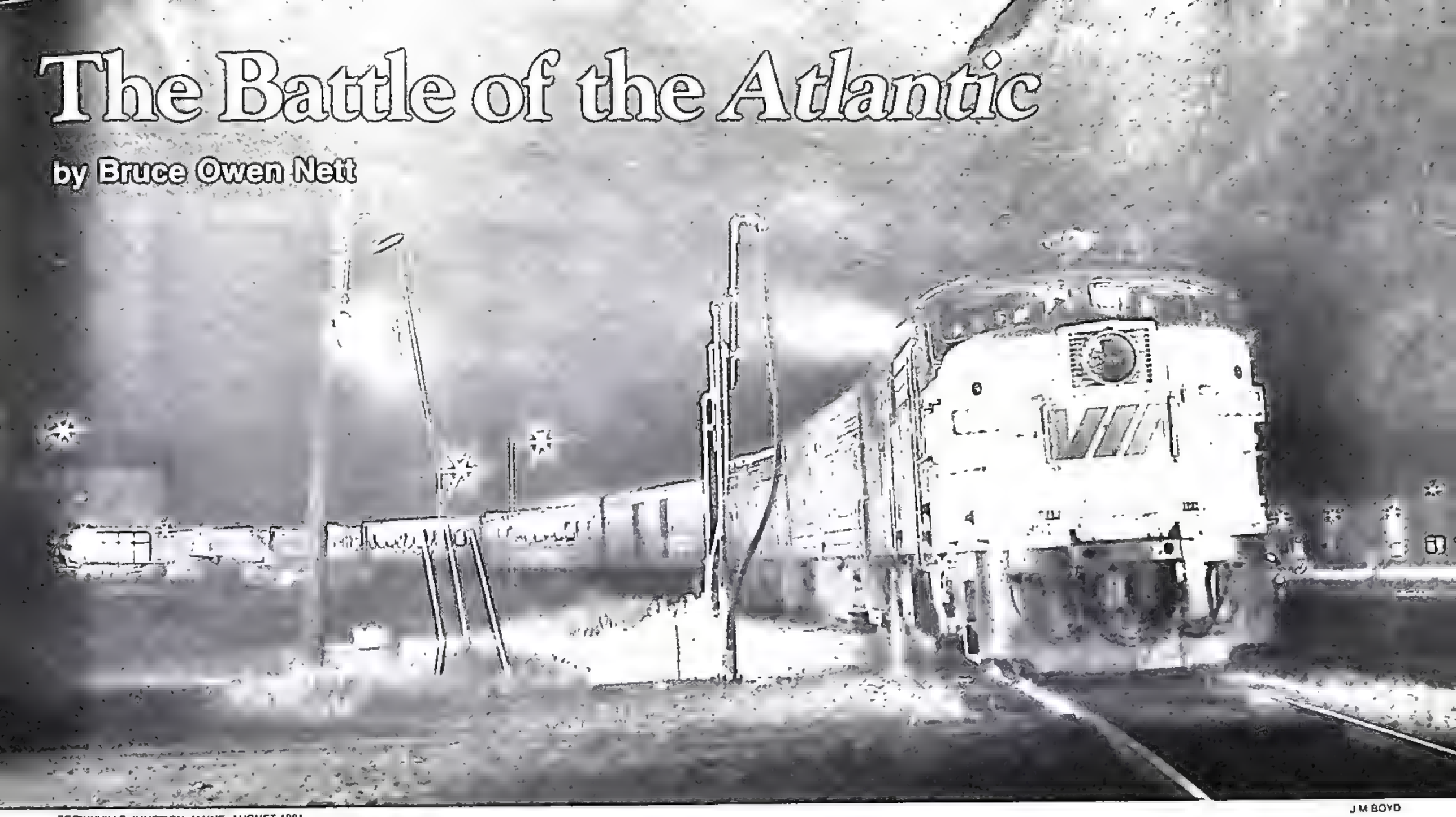
The Santa Fe and Southern Pacific merger will either rejuvenate the line as a shortcut to the east—with a hot schedule, the route could be competitive with the UP—or, as many local railroad observers feel, be its deathbed. Only corporate headquarters in Chicago, its lights burning well past quitting time as meetings continue on how to effectively consolidate the two railroads, knows the ultimate answer.

But for now, for at least one more season, the Lakeview Branch continues to operate. However skeletonized the operation may be, the line continues to serve the area it helped bring propserity to not so many years ago. Area residents hope it will not become just another photo display of yesterday featured in the local museum.

THE FORMER N-C-O passenger depot is now privately owned, but it still marks the entry into Lakeview for the train up from Alturas. Because of private property and security around the industries, the railfans did not photograph the train working the lumber products mills in Lakeview. Completing their work, the crew returned to Alturas that evening and got their rest. The next morning they headed out for their train again to take it home to Klamath Falls for a warm fire and probably a New Year's Day football game. The Alturas train order station closed for the night, and the Modoc Line was quiet again. The future of both the branch and main line are in serious question. The branch has been approved for abandonment, but the SP is continuing operation while the city of Lakeview negotiates for purchase, hoping to keep the lifeline open for its industry.

The Battle of the *Atlantic*

by Bruce Owen Nett



BROWNVILLE JUNCTION MAINE AUGUST 1981

J M BOYD

It took a change in the Canadian government to get the VIA *Atlantic* back to Maine—but that was the easy part.

It was a long night. Too long; much too long. The hours between the departure of VIA Rail's westbound No. 11, the *Atlantic,* from Brownville Junction, Maine, and the arrival of its running mate, No. 12, were many: 31,248 to be exact.

What we write of is the last westbound trip through Brownville Junction of VIA Rail services through Maine which were terminated on November 15, 1981, by the Canadian government of Prime Minister Pierre Trudeau and the arrival of the new service restored by the government headed by Prime Minister Brian Mulroney. The long-popular *Atlantic* between Montreal and Halifax was re-established on June 1, 1985. There are many stories behind the restoration involving politics, public outcry, government bureaucracy and the work of pro-rail passengers groups.

Collectively, we fought two governments. And we won both times.

The demise of the *Atlantic* and other Canadian passenger trains in late 1981 is a well documented example of bureaucratic slashing by a government that chose not to listen to the outcry of tens of thousands of people throughout Canada who wanted rail passenger services maintained. As documented in the March 1982 R&R, the slashing was the work, for the most part, of Canadian Transport Minister Jean-Luc Pepin, a man who has close connections to the Canadian bus industry.

While it is quite true that a few of the trains that were cut were little more than budget-eaters, the *Atlantic* was certainly the one train terminated that was close to the financial borderline. Its popularity was growing daily, and frequently not a seat was to be had. Railfans saw the *Atlantic* operate in two sections during the holiday season of December 1980 (January 1982 R&R).

Pepin's Transport gave VIA Rail just four months notice to terminate service. During that time there was a ground swell of outcry from residents of the Maritimes about the loss of the *Atlantic.* The areas of Nova Scotia, Moncton and portions of northern New Brunswick would continue to be served by the *Ocean,* The second daily Montreal/Halifax train. But the termination of the *Atlantic* would mean a loss of service to Saint John and southern New Brunswick as well as to Maine and Megantic, Sherbrooke and Quebec's Eastern Townships. Many people did not take it sitting down except, in most cases, members of Trudeau's party who toed the party line. In Canada the condemnation of the move was wide and loud. The nation's highly respected Transport 2000, a consumer group with a nationwide base, led the fight. In the Maritimes, the group's Atlantic chairman John Pearce coordinated his efforts with the national head, Guy Chartrand, and Executive Director Nicholas Vincent. In Saint John, New Brunswick, a local group was formed under the name CIRPS (Coalition for Improved Rail Passenger Service) with dynamic Douglas Devine as its head.

Maine forces, too, joined the effort. The Maine Rail Group was formed specifically to fight the decision. Membership was wide and varied: civil officials, tourism agencies, journalists, attorneys and insurance executives to name a few. I had the pleasure of serving as its head.

In Canada the outcry was for the most part political, with a wide anti-Pepin movement. Public meetings were

held, petitions were handed out and the media had a field day. In most cases Transport Minister Pepin was invited to express his comments and listen to the feelings of the citizens. He either declined the invitations or, in a majority of cases, simply didn't answer.

In Maine, our efforts took a different route. We did not feel that it would be proper for us to enter into the political activity then underway across the border. Our first effort was to collect letters and comments from Maine citizens who wrote to us in support of keeping the train operating. These letters, along with media comments, were sent to the Transport Minister along with specific comments as to how patronage of the *Atlantic* by Maine citizens was increasing on a daily basis. We, in our comments to Mr. Pepin, took VIA and the Canadian Pacific Railroad to task. The *Atlantic* had been in service through Maine on CPR tracks without a break since 1894. During its last 20 years of operation by CPR and its four years under the VIA banner, practically nothing was done by either agency to market the train in Maine. It was a deep, dark secret with very few Maine citizens even knowing that the train existed. Yet, its usage was growing continually: the power of word-of-mouth advertising.

It's a well known belief that politicians will very rarely reverse a decision once it is made. For that reason, we held out little hope that Pepin would do anything other than what he said he would do. We were pretty well convinced that the end was in sight. And it was.

November 15, 1981, was not a cheerful day for many of us. We who had tried so hard in assisting our Canadian friends to save the train did not look forward to that day.

The last trip to Montreal saw demonstrations at many stations. An effigy of Pepin was hung at Saint John. A token effort of blocking the track in New Brunswick took place. At Greenville, Maine, a group of teachers got off the last eastbound train and sang *Auld Lang Syne.*

I don't think that I will ever forget that last night at Brownville. As the 11:00 p.m. hour neared, we could hear the approaching train blow for the Route 11 crossing three miles to the east. On the platform there were about 50 people waiting to see the last trip. Many felt that it would be the last time any of us in Maine would see a passenger train.

Number 11 came in and stopped. I can't remember whether any passengers got on or off. The crews were changed, and there was much activity around the train. Three Bangor television stations were on hand, as were other members of the press, Brownville residents and some railfans. One of the first things we did was to set up a last head-end picture of the train. A good friend and fireman, Guy Royea, climbed into the locomotive and dimmed the headlight so that it wouldn't burn up the exposure during our walk-around flash shot.

Finally our moments for a last look were over, and Royea got the train under way. Guy was operating on this leg between Brownville Junction and Megantic, Quebec, as this would be his last trip. The world of seniority had caught up with him, and he would join close to thirty other Brownville CP employees on the furlough list.

It was very lonely on the platform as we turned around and watched the "old friend" pull around the curve to the west and heard the throbbing of the 30-year-old MLWs fighting their way up grade. The sound reverberated around the gentle hills to the west for many minutes. Finally there was nothing but silence.

The silence overtook us, and our feeling of sadness quickly turned to raging anger. Not only were we, as railfans, losing a train unique to Maine (which hadn't had any other form of rail passengers service for 20 years), but we, as citizens, were losing the only form of public transportation between Maine and Canada, which surrounds us on three sides. Damn it, we were going to get "our" train back!

The work done over the following two years was mostly behind the scenes. We all knew that the Trudeau government would never take steps to restore the *Atlantic,* although they came very close to publically acknowledging that it was a mistake to take the train off. But the Maine Rail Group kept working.

Our strategy was that this was a Canadian train that just happened to pass through Maine. We worked on the premise that Maine people would support the train were it to be restored. We felt that in most cases Maine people would be occupying seats that were not wanted by Canadian passengers. For that reason, our boarding passengers could be considered a 100% bonus for VIA. After all, they were operating the train through Maine anyway, and it wasn't really costing them anything extra to serve Maine stations.

From time to time we were able to place articles in the Maine media as a means of letting people know that the fight was still on. Every time an article appeared, we received many letters and cards of support. Although we knew that it was a waste of time, we periodically wrote to the Transport Minister and VIA executives to let them know that we were still active. In most cases our letters were not answered. But when they were, usually by some parliamentary flunky, the answer was "nice to hear from you, but don't call us, we'll call you."

BRUCE OWEN NETT

THE *ADVANCE ATLANTIC* has just crossed the U.S./Canadian border at CPR's Boundary siding and is headed east for its first U.S. stop, Jackman, Maine, on May 23, 1985.

Over the past few years there were increasing signs that the government of Pierre Trudeau was not popular and that a new election might very well topple it, along with those who initiated the massive cutback. The constant round of discussions with CIRPS and Transport 2000 led us to join them in looking toward a new government. Again, we did not want to meddle in Canadian political affairs, but we did know that the Progressive Conservative party, then headed by former Prime Minister Joe Clark, was determined to restore rail service should they win any upcoming election.

Our efforts turned to providing the "shadow" government with news of our studies and findings in an effort to convince them that Maine would support a new service. We received very friendly and encouraging letters from the former prime minister and Don Mazankowski, the former Transport Minister under Clark, who was likely to resume that mantle under a Progressive Conservative government.

With this encouragement and the ever-increasing rumor of a national election being called, we went into detail. We prepared a lengthy but basically brief report on just how Maine would support the train. We also took on a new tact. Our friends in CIRPS told us that there were those in power in New Brunswick who were stalwarts of Trudeau's party and not at all happy about our efforts. They indicated that it would be a vast mistake for any Canadian government to subsidize a restored *Atlantic* for the benefit of Maine. "If they want the train, let them pay for it," was often heard. We took steps to silence those comments. We pointed out that it would be very unlikely that Maine would help pay for a portion of the service for a number of reasons, the first being the track record of past years when Canadian authorities did absolutely nothing to seek our support and ridership.

Our new approach was tourism. From past services we knew that the major use of the train by Maine residents would be for travel and vacation visits to Canada. We played this up strong. We pointed out that many forms of Canadian business would benefit from Maine visitors. In fact, the dollars used in VIA ticket purchases would be minor in comparison to dollars spent for shopping, lodging and sightseeing in Canada.

Rather than issue a report stating that Maine people would support new service, we used examples of comments in the hundreds of letters to us. We told of a group of about 160 youngsters who went to Montreal for a one-day trip to attend a ball game and who collectively spent about $17,000 in Canada on that trip. We gave evidence of many elderly people who had no other means of travel to Canada to see their relatives.

Within a very few days of the election in September 1984 which saw Mulroney swept into office, we sent copies of our report to the new government as well as to senior officials of VIA Rail. Prior to the election, VIA could not publicly say too much as they were a crown corporation under the thumb of the transport ministry. However, a few days after sending in our report we started to hear some good news. A letter from VIA's executive vice-president commented very favorably. He said that it was a pleasure to read such a friendly report and that such constructive comments did not pass his way very often.

We also heard from an official of Transport Canada who asked us if we could start an informal program of notifying officials of U.S. Customs and the U.S. Immigration & Naturalization Service that service would be starting at an undetermined time "in the near future."

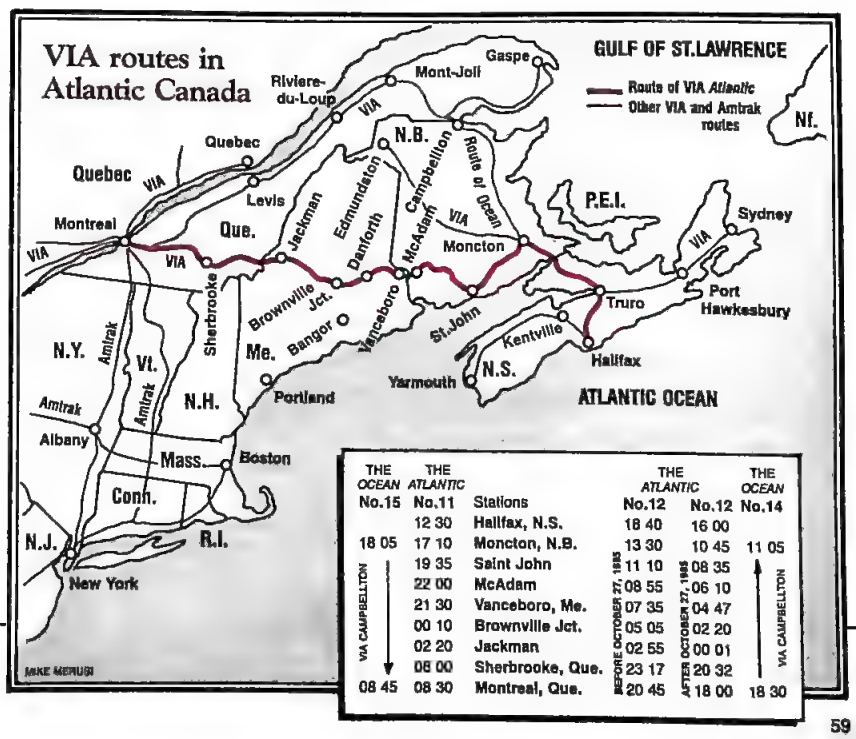
We arranged a meeting with senior officials of both agencies in Portland. It was strictly an informative meeting, with both agencies fully understanding that the specifics about the restored service were very sketchy. VIA had many problems, one of the most important being a severe shortage of cars and locomotives. When the previous government made the cutbacks, many passenger cars were scrapped.

At that Portland meeting we learned for the first time that there would be deep, dark periods ahead and much work to do. We had fought the Canadian government and won. Now it appeared that we would have to contend with our own government.

The district director of the Immigration & Naturalization Service informed us that there were two major problems that had to be addressed. His department did not have enough men to inspect the trains, and it would be necessary to personally inspect each and every passenger on board. This would mean waking up every Canadian passenger in the middle of the night. There would be no way of letting passengers between Canadian points to ride through undisturbed.

We immediately reported this to Ottawa, and it was literally a bombshell. It didn't happen before. Why should it now? The rules of the Immigration & Naturalization Service were changed during the 1950s to rule that all persons in transit through the United States by any form of transportation must be inspected, even if they were not planning to disembark. One version of why the previous *Atlantic* hadn't been inspected was that a grandfather clause was invoked since the train was in service prior to the adoption of the rule. In any case, the current requirements would be enforced by the present day Immigration Service.

At the meeting we were told that the combination of lack of inspectors and the need for 100% inspections would require the train to be delayed at each border entry point (Vanceboro and Jackman) for "at least an hour." That delay would certainly not be acceptable to Ottawa—and it wasn't. The Immigration agency in Portland was friendly



THE OCEAN No.15	THE ATLANTIC No.11	Stations	THE ATLANTIC No.12	THE ATLANTIC No.12	THE OCEAN No.14
	12 30	Halifax, N.S.	18 40	16 00	
18 05	17 10	Moncton, N.B.	13 30	10 45	11 05
	19 35	Saint John	11 10	08 35	
	22 00	McAdam	08 55	06 10	
	21 30	Vanceboro, Me.	07 35	04 47	
	00 10	Brownville Jct.	05 05	02 20	
	02 20	Jackman	02 55	00 01	
	06 00	Sherbrooke, Que.	23 17	20 32	
08 45	08 30	Montreal, Que.	20 45	18 00	18 30

VIA CAMPBELLTON ↓ — BEFORE OCTOBER 27, 1985 — AFTER OCTOBER 27, 1985 — ↑ VIA CAMPBELLTON

TWO PHOTOS BRUCE OWEN NETT

and very understanding. Such was not true of higher authority. The Canadians and the Maine Rail Group fully understood that the agency was only going by the rules laid down by the U.S. Government.

Throughout late 1984, a continuing dialogue was established between VIA, Transport Ministry officials in Ottawa and the two U.S. agencies, as well as CIRPS and Transport 2000. We explored many ways of trying to enable the required inspections to take place with minimal delay to the trains. There were two obvious solutions, neither of which were acceptable to Immigration officials.

First, we devised a plan whereby Immigration inspectors would be driven into Canada to work the train prior to its entry into the United States. This method was perfectly acceptable to VIA Rail. The benefit, other than making a long station stop at the entry point unnecessary, would be that the passengers would be inspected at an earlier hour before most of them retired for the night. A major concern of rail authorities was the inconvenience to Canadian passengers who had no desire to enter the United States and who would be awakened for the inspection.

The second plan would be for the train to proceed across the United States with inspectors riding the train and inspecting those passengers who would be getting off in the United States. The thought was that by riding the trains the inspectors could monitor the passengers through the state and make sure no one left the train who hadn't been inspected. This would let the through passengers remain asleep. When we suggested this to regional immigration officials we were told that "our people aren't baby-sitters."

As all of this was going on, plans were proceeding for the announcement of the new service. During this time, however, no firm plans could be made as the start-up date was still undetermined, and the government agencies wanted to talk only when the exact start-up date and schedule were known.

Then we got our answer. We were advised by the Minister of Transport in Canada that we could announce the start-up date of June 1, 1985, in Bangor on January 17. Ours would coincide with the 11:00 a.m. announcement in Canada. Since there was still great concern over the proposed inspection procedures, we felt that that morning would be an appropriate time to have all interested parties sit down together and discuss them. VIA Rail officials were on hand along with a senior member of the Minister of Transports Office. Representatives of our congressional delegation were on hand, led by Senator George Mitchell who flew up from Washington expressly for the meeting. The Immigration Service did not respond to our invitation and was not represented.

Information came to us that the Immigration authorities were very put out that Canada would announce the restoration of the train without their approval. Then came the shocker from the regional Immigration Service office in Burlington, Vermont. In a letter to VIA Rail, the Service announced that they must refuse permission for the train to operate as the Service did not have enough funds to hire two new additional inspectors. The reaction from Canada was as one might expect, especially as it came just two days after President Reagan and Prime Minister Mulroney met in Quebec City to strengthen relations between the two countries.

The power of politics was immediately brought into play with both Senators George Mitchell and William Cohen and their staffs active in the matter. Finally Senator Cohen was able to announce that the funding had been made available.

As June 1 drew closer, plans were being made in Maine and the Maritimes to welcome the train. Public reaction to the new service was growing, with many individuals and groups making their travel plans.

It was announced in early May that the Minister of Transport had directed that VIA operate an advance *Atlantic* on May 23. This train was to serve as a preview to area civic officials and the public of what service would be like. Of special interest to railfans was the fact that it would run through Maine in the daytime. The train was scheduled to stop in Greenville for 1½ hours for a grand welcome. State officials were on hand to present a proclamation from Governor Brennan declaring it to be "VIA Rail Day" in Maine. The whole area turned out with school bands, parades and entertainment.

Along with a local television station,

we made arrangements to borrow a helicopter to photograph the first VIA train in four years crossing into Maine. It was a sight to behold. We were flying over Canada when we first spotted the *Advance Atlantic* coming out of Megantic, Quebec. The freshly painted six-car train was a sight for sore eyes with two units on the point and a *Park* series dome observation bringing up the rear. Our objective was to photograph the exact moment it crossed the border into Maine, just a few feet west of the east switch of CP's Boundary siding. There's a small clearing surrounding the spot with a slash marking the exact border running down through the wooded hills toward the siding. We got the photos, and sped ahead to land in Jackman prior to the arrival of the train.

VIA Rail was back in Maine. Most people thought that the trip in November 1981 was to have been the last regularly scheduled passenger train ever seen in the state. Thank heavens they were wrong. The service started in earnest on June 1 when eastbound No. 12, pulled out of Montreal's Central Station in mid-evening headed for the Pine Tree State.

Regular service

Generally speaking, the restored *Atlantic* has performed as expected. Traffic through the summer was substantial, although somewhat below predictions. Most of the trains operated with between 14 and 17 cars with three units—mostly FPA/FPB4s.

The start-up problems with the U.S. Immigration & Naturalization Service still exist, with the inspectors sticking to the letter of the law and inspecting each and every passenger on the train, even though it meant waking up all passengers at 3:00 a.m. at Jackman, Maine. This caused an uproar among the Canadian passengers who did not appreciate being awakened at such an hour. Many of them pointed out that the *Atlantic* is a Canadian train, going from Canada to Canada and fully funded by Canadian taxpayers. Most of them pointed out that they had no interest whatsoever in being in the United States. VIA officials heard many comments that people who rode the *Atlantic* eastbound would "never take that train again" and would take the all-Canadian route *Ocean* on their return trip. This led to a lowering of projected passenger loads.

The problem also had an effect on Halifax/Montreal passenger loads. The *Atlantic* is the only through train between those two cities, as the *Ocean* now originates and terminates at Moncton. Many passengers who boarded the *Atlantic* at Halifax for Montreal and points west would change to the *Ocean* at Moncton to avoid the Immigration inspections, even though it entailed a wait of over an hour at Moncton. This, too, lowered the passenger projections for the *Atlantic*.

VIA Rail talked with Immigration officials about this and got nowhere. The Canadian Embassy in Washington spoke with Immigration officials. They, too, got nowhere. And the Maine Rail Group continues to work with its congressional delegation on the problem.

The basic duty of the Immigration Service is to see to it that no person enters the United States who is not entitled to do so. No one finds fault with this philosophy, but there are better ways of doing it. "Why not," we asked, "put inspectors on the trains and have them monitor those getting off and on in Maine and not bother the sleeping Canadian through passengers?" Computer print-outs are available on each train showing exactly who each passenger is, where they are located and where they are going. Many inspectors have told us that this would be very easy to do. One person told us that it would probably never happen "because it makes sense." Senior Immigration officials simply repeat, "we're not a bunch of baby-sitters."

In an effort to attract more Maine passengers bound for the Maritimes from Brownville Juntion and points east, the new *Atlantic* was scheduled about three hours later than its traditional timing to put it through Maine at a more reasonable hour in the morning. This was quite a boon for railfans, who took photographic advantage of its daylight passage east of Brownville. As the 3:00 a.m. Immigration inspection is a more crucial problem, however, as of October 27, 1985, the train will revert back to its pre-1981 schedule which puts the Immigration inspection at Jackman about midnight, just before most of the Canadian passengers would retire for the night. This new schedule puts the train through Brownville Junction about 2:00 a.m. and into New Brunswick around dawn—a schedule not particularly attractive to Maine riders. The westbound run crosses Maine before midnight and has never been much of a problem from the standpoint of convenience or inspections.

It took a lot of hard work on the part of a lot of people to bring this train back to Maine, and while the problem of the Immigration inspections will probably never be fully resolved, it is at least being minimized. And in spite of initial difficulties, the train is carrying respectable loads.

Every so often when I've been working late and need a break, I'll drive up to Brownville Junction to watch the westbound *Atlantic* make its station stop. There are always people getting on or off who are intent only on their travels, destinations or business—and that is what our fight was all about. That brings an intellectual satisfaction of a job well done, but what warms the soul is the image of dimly-lighted windows in a traditional streamliner being propelled westward by a trio of trembling 251s. That confirms it was a job damned well done.

THE FIRST REGULAR No.12 pulled into Brownville Junction (top left) on June 1, 1985. One of the attractions of the new *Atlantic* is the *Park*-series dome-sleeper-observation car.

614

SEVENTEEN MILE GRADE

On September 12, 1981, Chessie's Safety Express departed Cumberland, Md. with 12 cars for Terra Alta, WV via the B&O RR's St. Louis Gateway Route over Seventeen Mile Grade through the Allegheney Mtns. Listen as engine 614 flawlessly climbs the 2.5% grade from Piedmont to Altmont, Md. for over 1 hour 8 minutes at an average 13 mph speed to the 2628 foot summit, plus other selections from the trip. #614-1R/L-90 cassette only . .$11.95

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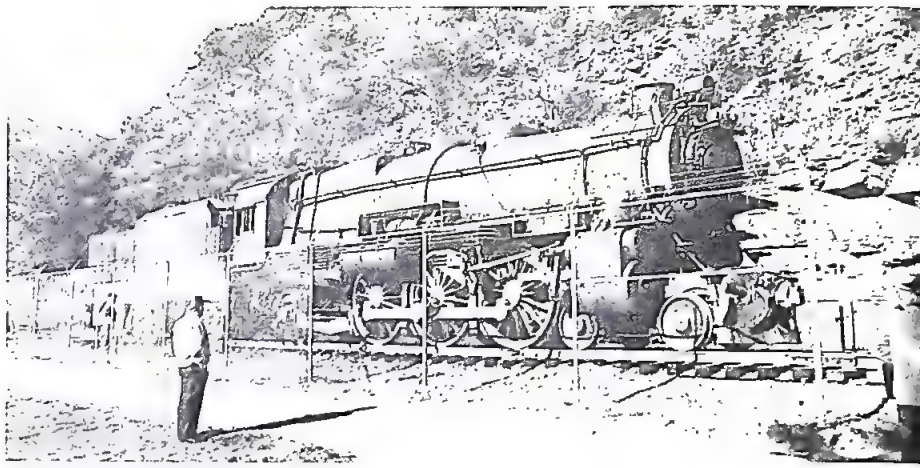
BY JIM BOYD



PHOTOS JIM BOYD, EXCEPT AS NOTED

The Liberation of PRR K4 1361

We're going to do something a bit different with MARKERS this month. I had planned some commentary on the removal of the Pennsy K4 from Horseshoe Curve, but Dan Cupper, who has been involved in the project from its beginning, offered to tell the full story. So, I am devoting the entirety of this column to Dan's manuscript. Incidentally, steam fans will be particularly interested in Conrail Chairman Crane's commentary regarding a steam program.

GUEST COLUMNIST: DAN CUPPER

Just a few months ago, Pennsylvania Railroad K4 4-6-2 1361 seemed to be among the least likely candidates for restoration or a return to operation. Now, it is among the most promising.

Consider this remarkable string of events which has left railfans incredulous. After 28 years as a static, often ill-kept display at Horseshoe Curve, five miles west of Altoona, Pa., along Conrail's former-PRR Harrisburg-Pittsburgh main line, prospects have changed dramatically for the 150-ton steamer. On September 16, Conrail gingerly pulled it over a temporary track onto the main, eased it down the East Slope grade and, two days later, tucked it into the Railroaders' Memorial Museum (RMM) in Altoona. Conrail's bill for the move: zero.

A $50,000 state appropriation, earmarked for the K4's restoration, was passed by the Pennsylvania Legislature and signed by Governor Dick Thornburgh as part of the 1985-86 budget. Additionally, at least $200,000 worth of state-funded labor has been approved, giving the project a good start on the job of returning the locomotive to running order.

On the same day that K4 1361 came off the Curve, Conrail donated GP9 diesel 7048 (originally PRR 7048, built in 1955) and, having painted it in an approximation of a PRR scheme, put it on permanent display there to replace the steamer. Conrail's bill: zero.

Conrail Chairman L. Stanley Crane, visiting Altoona on September 27 to speak at a mortgage-burning ceremony for the museum, told reporters in a news conference that Conrail is looking for a steam engine to use in excursion service. "I would certainly hope that we would get into the steam business (if Conrail achieves a financially-independent status)," he said.

How did this happen, and so quickly?

Why did Conrail donate what has been estimated at $100,000 worth of supervision, labor and equipment—in addition to shutting down a main line track for more than 24 hours?

It is a story of politics and railroading, a fitting mixture in a state where PRR's lobbyist once was unofficially known as the 51st senator (there are 50 state senators in Pennsylvania) and held a non-voting seat on the Senate floor in Harrisburg. It is also the story of a carrier that has been healed of what many believed was a terminal economic cancer. With profitability relieving some of the sink-or-swim worry, Conrail for the first time in its nine-year life can afford the luxury of looking at a non-essential issue like steam operation.

Maybe it's appropriate that politics should aid the revival of what many railroaders, rail officials and railfans alike consider to be the very embodiment of the Pennsy: a K4 locomotive.

Of a total of 425 K4s, 350 (including 1361) were built in PRR's Juniata Shop in Altoona; the other 75 came from Baldwin. Two K4s have been preserved: the 3750 in the PRR Historical Collection at the Railroad Museum of Pennsylvania in Strasburg, and the 1361, a gift to the City of Altoona and placed on the Curve on June 8, 1957.

But 1361's story picks up with a 40-year-old Pennsylvania state legislator, Richard A. Geist (my employer by virtue of his chairmanship of the state high-speed rail commission). A Republican who is representing Altoona for a fourth term in Pennsylvania's General Assembly, Geist is also a board member of Altoona's rail museum. He has spoken early, loud and long against the proposed sale of Conrail to Norfolk Southern and in favor of a public stock offering. Although that stance is at odds with the Republican administration of President Ronald Reagan, which is pushing the NS sale as the best means of guaranteeing Conrail's long-term survival, Geist finds it difficult even to flirt with the idea of endorsing that plan. His constituency encompasses what is probably the largest pool of Conrail employees outside of the greater Philadelphia area, the carrier's headquarters city, and most of them fear deep furloughs if NS acquires CR. Counting the systemwide locomotive heavy repair shops, the car shops and Allegheny Division operating staff, Conrail employs 3,100 people in the Altoona area and pours $72 million annually into the community in payroll alone.

A member of the House Transportation Committee and a civil engineer who understands the functional side of railroading, Geist is so immovable on the sale issue that some fellow legislators call him "Conrail's mouthpiece"—which suits him fine. In this context, then, he

ON SEPTEMBER 16, 1985, K4 1361 was poised for her last moments as a display on Horseshoe Curve (top left). One of the key figures in her removal was Assemblyman Rick Geist (left), here doing a radio interview with WFBG News Director Roy Goshorn.

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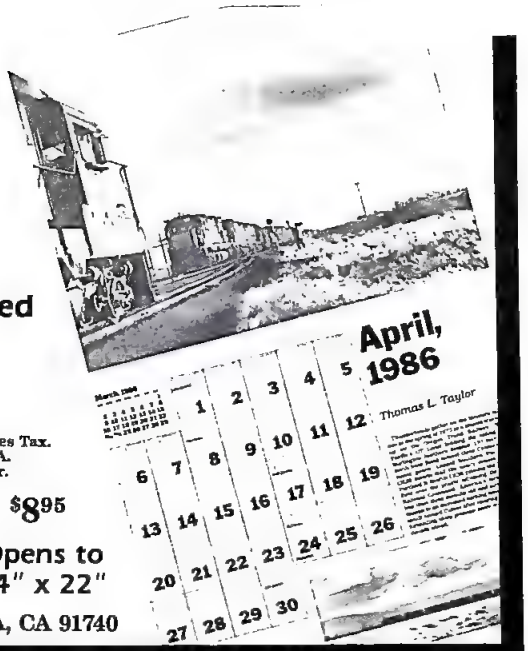

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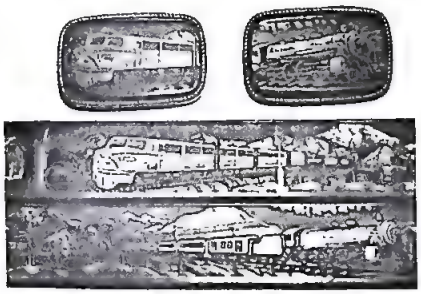

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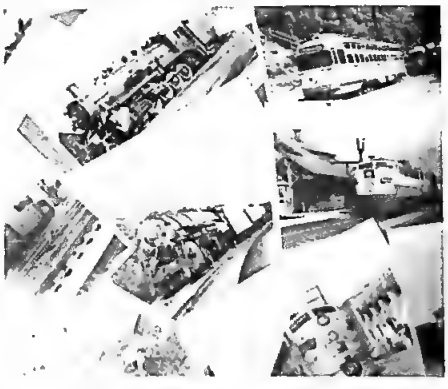

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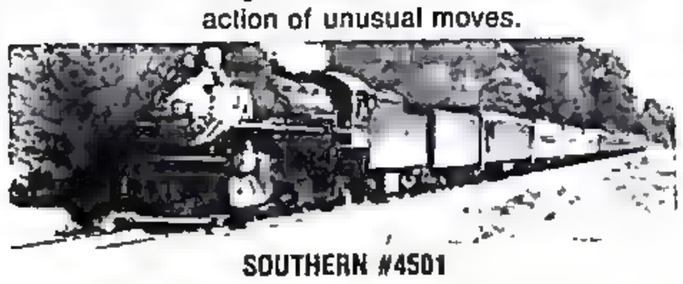

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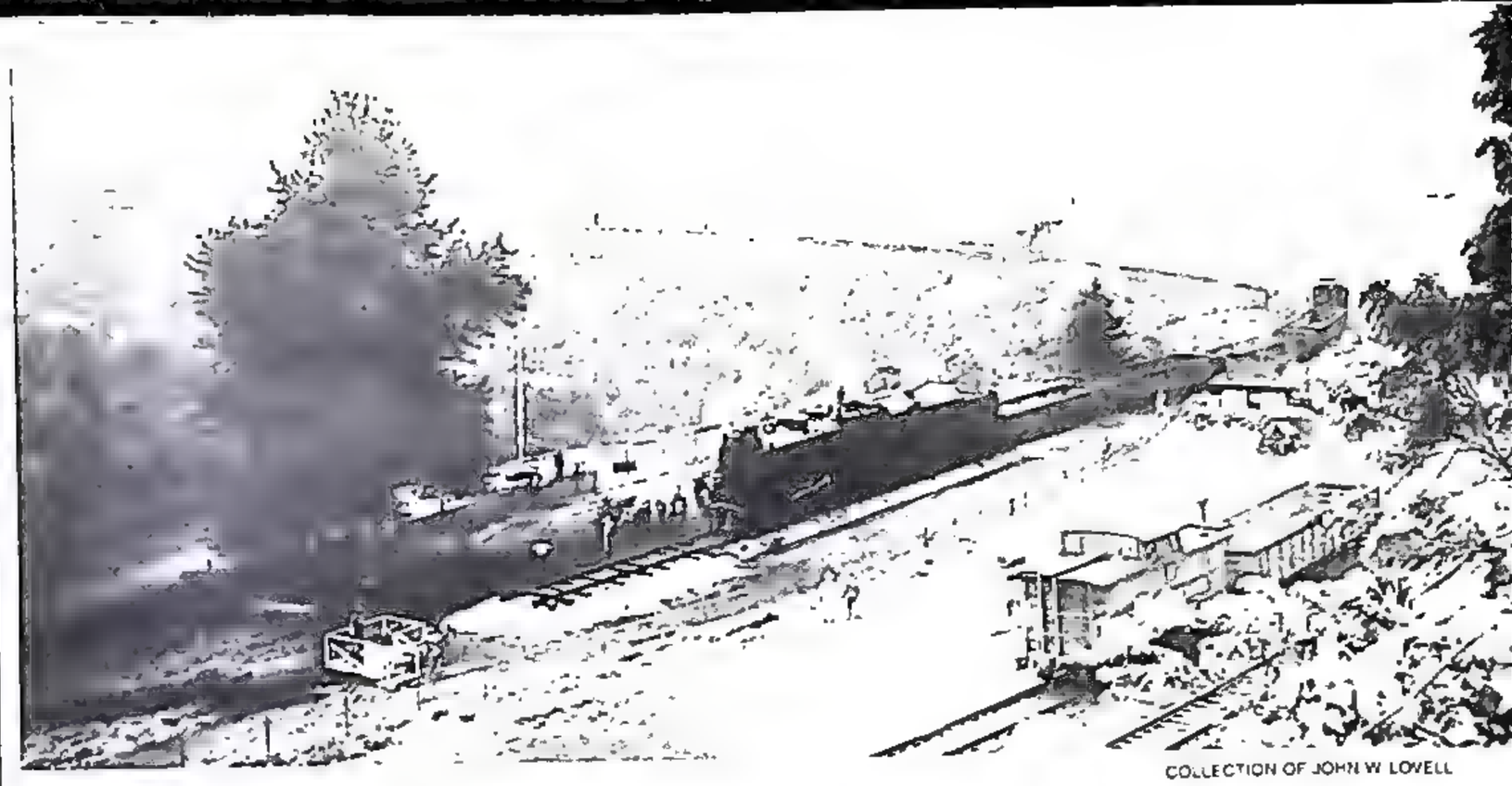

COLLECTION OF JOHN W. LOVELL

JUNE 8, 1957, saw 1361 being placed on display on Horseshoe Curve, shoved in from the west by a Baldwin switcher—with an FM switcher and the westbound *Aerotrain* in the background. Completing her move through the "siding," 1361 was pulled out the east end (below right) by a pair of Conrail SDs on September 16, 1985.

has been a high-profile opponent of the NS proposal, a stance that has not gone unnoticed by Chairman Crane.

Members of the museum board in Altoona, under leadership of Chairman A. Ray Goodman, had been hoping for some time to find a way to bring the engine down from its chain-link cell on the Allegheny Escarpment. For years, the engine had deteriorated through exposure, apathy and vandalism.

Last summer, when the museum board began planning to retire its $380,000 debt in time for a fifth anniversary celebration, members scheduled a mortgage-burning ceremony and festivities for September 27-29, 1985. Geist invited Crane to attend as keynote speaker, and that is when the brakes were released on the K4 project.

In the course of periodic meetings with Crane on the fate of Conrail, Geist also had begun privately talking up prospects for moving the steam engine, and Crane gave him encouraging signals. The groundwork apparently had been laid even earlier. One Conrail official said that when NS Chairman Robert B. Claytor promised a National Railway Historical Society 1984 convention audience in Cincinnati that he would run restored Norfolk & Western J-class 4-8-4 611 on Horseshoe Curve if NS bought Conrail, it was taken as an open challenge in Six Penn Center. When Crane accepted the Altoona speaking engagement at the end of August—one month before the event—Geist suggested to William B. Newman, Jr., a Conrail vice president and Washington lobbyist, that it would be nice if the K4 arrived at the museum in time for Crane's appearance.

Phones began to ring.

On September 6, the office of Division Superintendent William E. Flight received orders from Senior Vice President-Operations Richard B. Hasselman, and September 16 (a Monday, when freight traffic is normally light) was scheduled as K-Day. City council passed a resolution transferring custody of the engine to the museum. Work began on the part of both RMM officials and Conrail's Allegheny Division maintenance of way, maintenance of equipment and transportation departments.

Two hitches developed, but they were soon cleared. First, a local resident with a history of erratic behavior called Conrail headquarters and represented herself as holding authority to cancel the

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" - $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goal) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:

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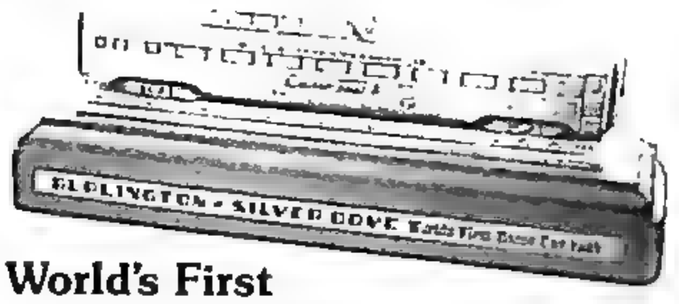
arrangements, which she then attempted to do. Second, two local officials, including the president of the chamber of commerce, opposed the move on grounds that it would leave a void at the park. A city councilwoman threatened to withhold cooperation unless a substitute could be arranged for the Curve display track. But Geist had already been working with Conrail on the idea, and a few day later the selection of the GP9 was announced.

Bob Toguchi, division master mechanic, outlined the preparation work on the K4: Main rods were removed and trucked to the museum, cutting the chance that heavy movable parts would seize up during the move. The pilot drop coupler was raised. A drooping scoop on the underside of the tender, formerly used to pick up water from track troughs at speed, was tied up to avoid dragging. Lubrication was applied liberally to journals and other bearings, but, Toguchi said, the old lubricants hadn't entirely dried out. When a welder burned off rail stops that had been placed fore and aft of the drivers in 1957, he said, the locomotive moved about a foot. The drivers had been chained as a precaution, but everyone was surprised that the engine hadn't rusted fast.

A 234-foot-long temporary track was laid from the east end of the display track (the K4 was pointed east) to a spot adjacent to the No. 1 (eastward) main track. This was the reverse of when the engine was placed in 1957; PRR installed a temporary track from the west. Ed Sykora, division engineer who was responsible for the move, said the job was made difficult by a number of factors: the necessity for a reverse curve on the temporary track; the sharp degree of curvature (about 12 degrees) leading into the regular 9-degree-15-minute main line curve; and the fact that the main track, through years of successive raising and surfacing with new ballast, is now about 18 inches higher than in 1957. Most hair-raising of all, the joint between the temporary track and the No. 1 main lay at the top of an embankment that drops off perhaps 200 feet to highway level. This limited the area in which men and equipment could maneuver and posed a silent but obvious threat that a wrong step could give everyone a good look at the frame and brake rigging of a K4.

With advance work completed, the day of the move arrived. About 30 employees were assigned. Crews began cutting the No. 1 main—which had been laid in July with an experimental 2,400-foot-long Bethlehem Steel heat-treated strand of continuous welded rail on



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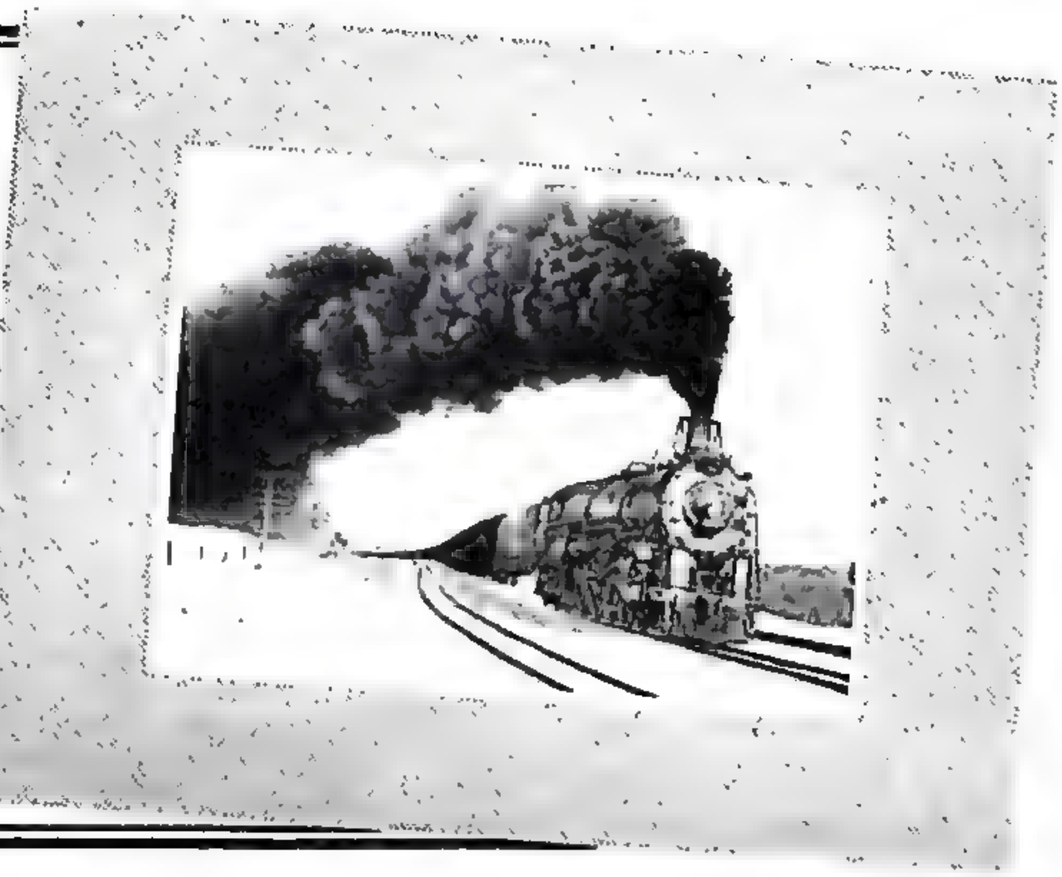

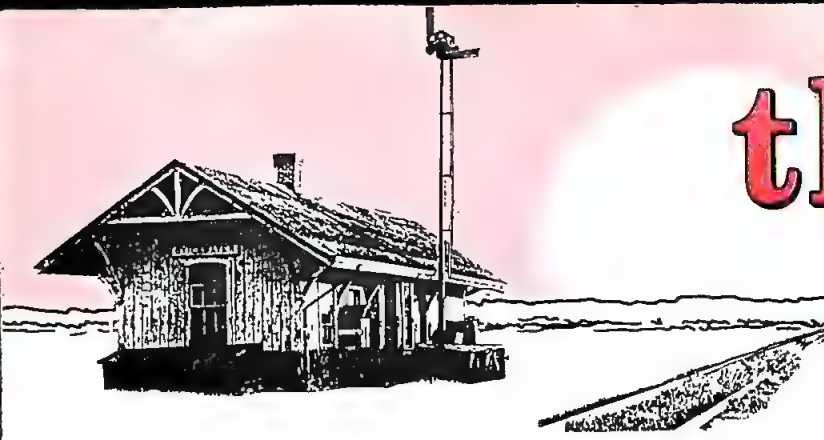

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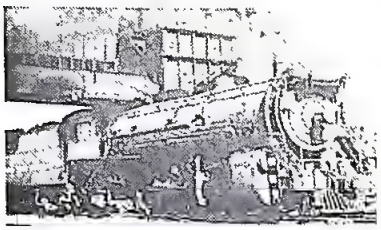

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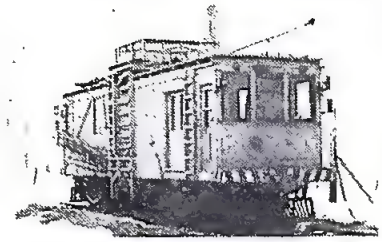

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European-style Pandrol track clips—at about 8:25 a.m. As about 150 spectators gathered, a bulldozer shoved the flexible tail of main track inward to be bolted to the temporary track. Aligning the two and building up adequate roadbed took most of the morning. Grease was slathered on the rails. At about 11:30, Conrail's power showed up in the form of SD40 6290 (ex-CNJ 3066) and SD45-2 6659 (ex-EL 3674), with engineman Brian J. DeLozier in charge. They were pushing three idler gondolas to be used for braking and as a reaching arm to keep the road units off the temporary track. At five minutes 'til noon, 1361's coupler mated with another for the first time in a generation.

Just four minutes later, the diesels began to pull east. But one more gondola in the consist would have been helpful to extend the units' reach. The 6659's west truck had to cross the temporary track joint, which contained a slight kink. The center axle derailed at 12:14 p.m. but was easily rerailed. Next, one of the gondolas derailed at the same place, and soon afterward, the joint also tripped the 1361. The flexible pilot truck went over, but the lead drivers hit trouble. The combination of sharp curve and imperfect joint set up severe lateral forces between the wheels and rails. The two leading drivers actually derailed and had shifted away from the railheads by about two inches, according to Ronald J. Gearhart, division general foreman-car and locomotives. Suspended in air, they never dropped to the ties, he said, but a third driver was holding to its rail by no more than a quarter-inch of tread. Discussion then centered on the possibility of rebuilding the entire approach track, which would have been costly in time. Meanwhile, the K4 was backed up and its drivers rerailed. At about 2:00 p.m. track workers raised the inside rail at the joint by about 1½ inches. Also, Sykora said, the gauge was "a little too close to perfect for the move" and was widened by a half-inch to give the rigid-wheelbase K4 some elbow room. Gearhart, whose job involves extensive experience in rerailing, suggested a different tactic: placing rerailing frogs, or retrackers, on both the east and west sides of the joint on both rails, to catch errant drivers if the surfacing and regauging weren't adequate.

All the while, Conrail and Amtrak trains cruised past on the two remaining open tracks, including coal, general merchandise and piggyback freights, light helpers and the *Pennsylvanian* in both directions. The engineman on an eastbound helper fired away madly with a camera.

An hour later, the slow, delicate move resumed. Rerailing frogs and wooden blocks were positioned as Gearhart directed, and everyone held his breath. At 3:27 p.m. 1361 rolled into the main line, clear of the joint.

Free at last.

Holding clearance from Hasselman, Geist climbed aboard the K4's cab for the creep down the mountain. Traveling at between 2 and 4 m.p.h., the train reached Slope interlocking at 4:41 p.m. There, it passed GP9 7048 in what rail-fan Marie Prewitt called "the meet of the decade." So far, the only irregularity came when the right journal on the trailing truck began to heat up, but no major damage resulted. Soon afterward, Conrail C36-7 6624 and C30-7A 6593 began pushing the Geep westward, through the interlocking and onto the No. 1 main. Geep 7048's gleaming paint job, hurriedly applied by Conrail in the rush of deadline, will doubtless disappoint some PRR fans; the lettering and number styles are incorrect and the keystones (which PRR Geeps never regularly carried on their hoods simultaneously with "PENNSYLVANIA") are misshapen. The story from the shop was that the paint was too fresh to allow the proper decals to stick, so a hasty lettering job was applied with the intent that it would be redone later; it may be corrected by now. One widely-known and often-particular Pennsy fan who was observing the move with Jay L. Kivowitz, division road foreman of engines, smiled and simply said, "It looks great." It was just not a day for picking nits, even big ones.

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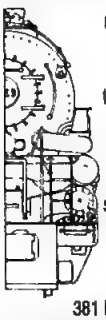

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THE OUTBOUND K4 met the display-bound GP9 at Slope Interlocking on the west side of Altoona at 4:41 p.m. See page 2 for a color photo of the Geep on the Curve.

Thousands, not hundreds, of people lined had up at trackside and on every overhead bridge to watch history rolling down the mountain. As the train with the K4 drifted by each group, spontaneous applause broke out. Having heard broadcast accounts of the work earlier in the day, many Altoonans had waited hours to see their K4.

By 6:00 p.m., the engine had entered the fortress-like shops complex where it had been built 67 years and 2.4 million miles ago, and was turned on Altoona's only remaining operable turrntable so that it later would face the museum building. Spectators jammed the fence along a public street next to the turntable, standing four-deep in most places.

Simultaneously at the Curve, the GP9 was put in place, and the temporary track was then disconnected that evening. The main track was grafted back into itself and reopened at 5:00 p.m. the next day (Tuesday), then reopened for full track speed three hours later. At about noon on Wednesday, September 18, using another temporary track built by Conrail pending construction of a permanent access, the K4 entered the museum grounds.

A few days later, during a Monday-morning-quarterback conversation, Division Engineer Ed Sykora spoke for many: "Not in my wildest imaginations. . . ."

The future for 1361 appears to be bright, but will we see smoke over Altoona? A hydrostatic test on the boiler is scheduled to be conducted in early October. The $250,000 in state money will cover far more than cosmetic restoration, but how much more is uncertain.

How does the K4 fit into Conrail's declared intention to get into the steam business if Crane can steer the railroad away from Norfolk Southern? Within days after the move, unconfirmed reports were spreading through middle management in Philadelphia that the Altoona shops would offer full technical support to the restoration. But that is by no means the last word. Conrail is, after all, also looking at former New York Central 4-8-2 3001 stored in Elkhart, Indiana.

"The K4 would be a very appropriate locomotive (to run excursions with)," Crane said at his September 27 news conference at the Altoona museum, but cautioned that he did not know how it would do at handling a ten-car consist, which he understands to be a break-even point for excursions. Minutes later, aiming a bottle of champagne at the engine's front coupler, he said: "I christen the 1361 . . . and hope that it will run under full steam in the not-too-distant future."

Mr. Crane on steam

Steam excursions and Conrail's new attitude toward them were among the topics that surfaced during Mr. Crane's September 27 news conference at the Railroaders' Memorial Museum in Altoona. The occasion was the museum's fifth anniversary and the burning of its $380,000 mortgage. He was introduced by legislator and museum board member Rick Geist. The following is a transcript of the portion of the news conference that dealt with steam service.

Crane: "We are pleased to be able to move the (K4) locomotive. Bill Flight, our (Allegheny Division) superintendent, whom you know and who's in charge of our operations here, did a great job on it. He gave me some pictures . . . of the GP9 that's up there on

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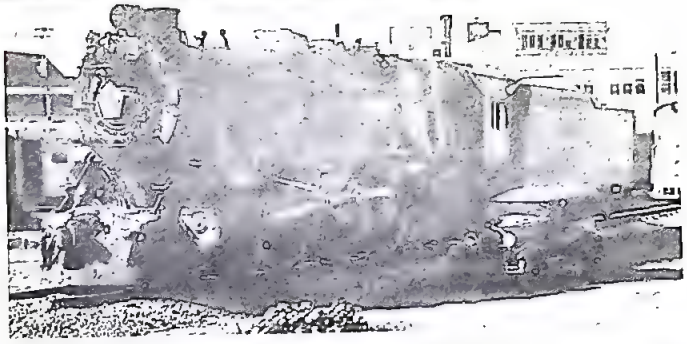

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A. TOONA MIRROR

CONRAIL CHAIRMAN L. Stanley Crane dedicated 1361 at the Railroaders' Memorial Museum on September 27 and said, "I . . . hope that it will run under full steam."

the Curve, and I think that the (Conrail shop) people did a great job of painting that locomotive up in the old Pennsylvania colors and putting the keystone on it, which is part of the history of the railroad operation here. We're most happy to have been able to cooperate with you. As I think you well know, the only reason I'm here is because you've been a strong supporter of Conrail on a stand-alone basis, and I feel that I want to be here to support you in connection with the historical society (museum). I wish you'd take me aside later on and tell me how they managed to burn the mortgage in five years. It sounds pretty good to me; I'd like to know how to take care of my mortgage that way." (Laughter)

Geist: "(Because of a) tremendous community spirit. We understand Hasselman wanted to paint 'NYC' on there (the K4)." (CR Senior V.P.-Operations Richard B. Hasselman is a former NYC operating official; reporters and museum officials laugh.)

Crane: "I'm sure there was no question about that, but, unfortunately, let's say, fortunately, we on Conrail don't have an NYC or a PRR or Erie Lackawanna or Lehigh Valley; we're all Conrail now, and we have that in back of us. That's a very important thing, because it did take us several years to overcome our predecessor-railroad syndrome. Although we're very proud of our predecessor railroads and the historical facts that they contributed to the development, today it's Consolidated Rail Corporation, which is what its name says. We're all part of one family, and that's one of the things that's contributed very much to our success, Rick."

Tom Gibb, business reporter, *Altoona Mirror*: "Speaking of steam, I understand that the rumor among railfans right now is that Conrail is considering getting into the steam excursion business, having seen the publicity that it's generated for other railroads."

Crane: "Mr. Gibb, I'd like to respond to that because I feel very strongly about it. Should we become a true stand-alone public company, I would certainly hope that we would get into the steam business. I perceive that the people who are interested in railroads and manifest that interest through the various railroad historical societies are strong supporters of the railroad. Speaking for Conrail, we need all the friends we can get—not only now, in

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connection with the sale of the company, but at all times—because public opinion is a very important consideration to any public company. Railfans are a very important group, and I think the money which is spent in operating steam trains is well worth the effort on the part of the railroads. I think you're well aware of the fact that one of my mentors that I grew up under was a guy by the name of Graham Claytor, and it fell to my lot to run the steam operation on the Southern Railway as the operating vice president in 1970 when Graham came aboard as the chief executive officer. I rode on many of those railfan trips, and although I personally am not a railfan—railroading is my business and not my avocation, let's say—why, nevertheless I think it's a highly desirable thing and I hope that one of these days we'll be able to do that. We're looking around now."

Goshorn: "Does the K4 interest you?"

Crane: "The K4 would be a very appropriate locomotive to do that with. I would say this; from what I know, if you're going to break even on a railfan operation, you've got to have at least about a ten-car train in order to get enough people on there and keep the fare low enough so that it's attractive to the riders. Whether the K4, on some of our lines, is capable of handling that type of train or not, I don't know. If you'll recall, in my previous experience, we finally had to go to 2-8-4s and 2-8-2s in order to get enough tractive effort to handle a fairly good-sized train over the railroad at a fairly good speed. If we don't do that we'll probably use something—if you'll forgive me for being, let's say, disloyal, to Altoona—we'll have to use something like a Hudson or a Niagara class locomotive, I would think." (More laughter).

Gibb: "What kind of scale could you see yourself getting into?"

Crane: "Oh, I would think we would buy a steam locomotive and some rail cars and start to schedule some railfan trips with the cooperation of the various historical societies, because this is the way you've got to do it. They're the ones who engender the interest, they provide the manning of the trains other

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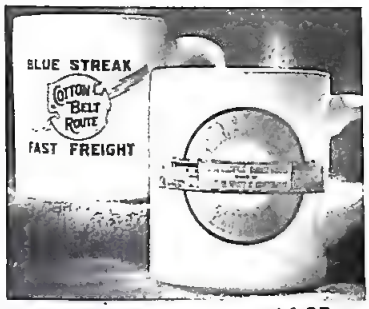

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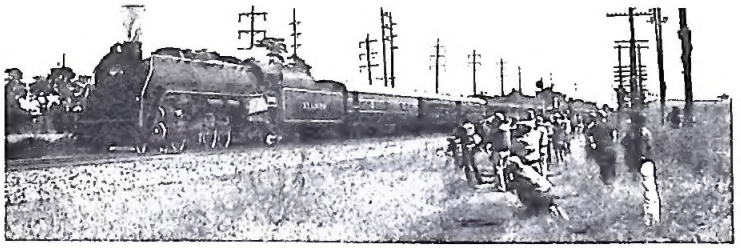

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MARCH ISSUE ON SALE JANUARY 21.

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WANTED: BURLINGTON PIONEER Zephyr Railroadiana. Publicity material plus slides, movies, negatives and other kinds of items. Also material on 1934 film "Silver Streak". Walter J. Brasen, 1002 Mitchell Ave., Elmhurst, IL 60126.186

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than the normal train and engine crew which we require, and they're the people who make the enterprise a success or not a success."

Thanks, Dan

The removal of the 1361 from Horseshoe Curve is one of the more historic events of recent years if for no other reason than that the K4 was one of the best known of all display locomotives. Pulling it off its famous pedestal simply to be enclosed in a museum would be of questionable merit, but by doing so the K4 now becomes a very likely candidate for restoration—either under Conrail or Norfolk Southern.

Meanwhile, back to the evening of September 16, as the sun was dropping behind Kittanning Point and the welder was zapping the chocks to the rails to hold the Geep, Jim Panza and I were watching with still a twinge of disbelief. "Y'know," I thought outloud, "I'll bet that right now there's some dewy-eyed young railfan in Bedroom B of the eastbound *Broadway* who's planning to be up bright and early tomorrow morning to see the K4 on Horseshoe Curve—and there's going to be a 'What the...!' you'll be able to hear all the way to Hollidaysburg."

Jim

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KODACHROME ELROND G LAWRENCE

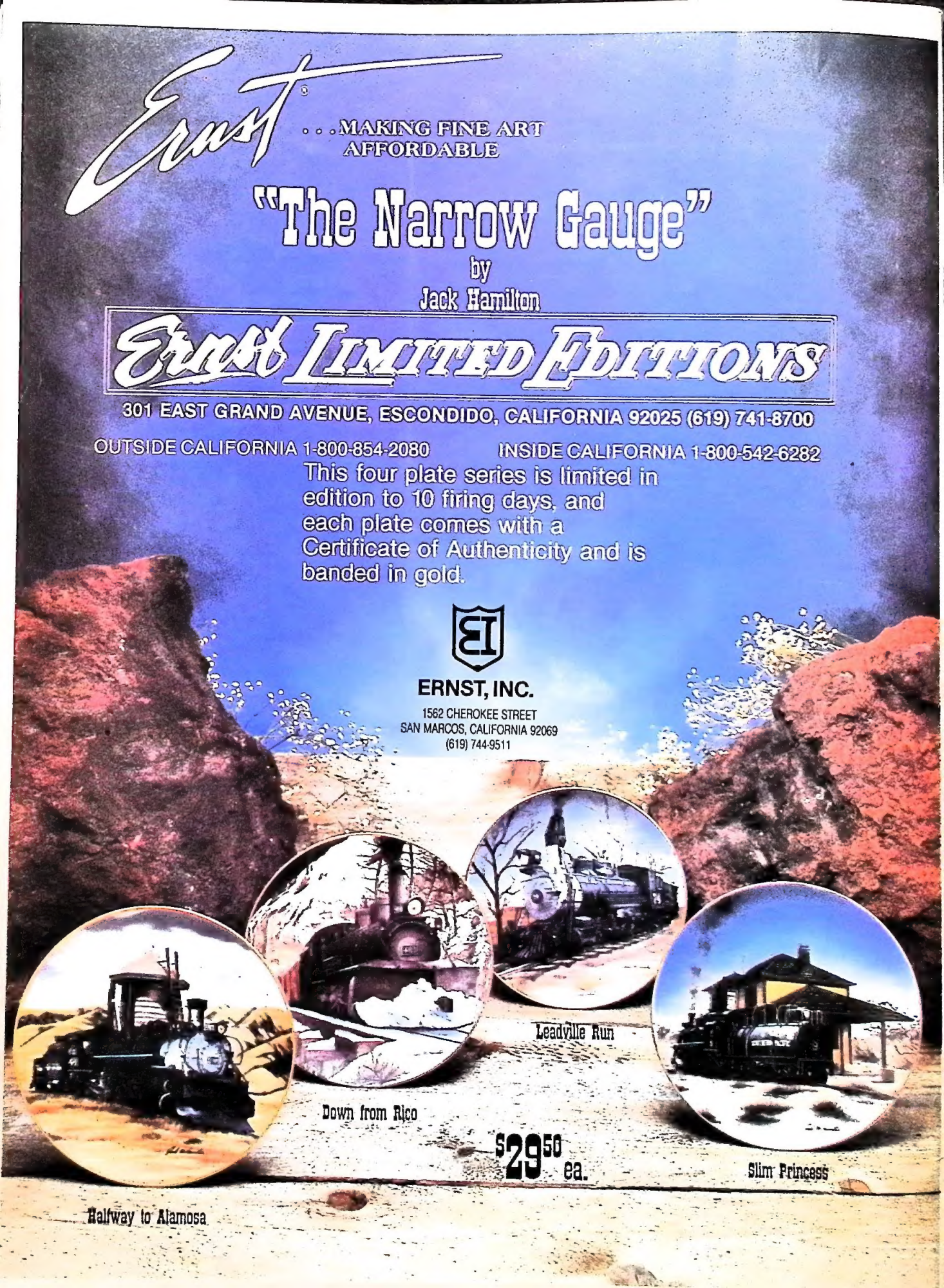
MODIFICATIONS of the SP&SF paint scheme have already produced some instant collector's items. SD45 5401, shown on Cajon Pass on September 7, showed up with yellow instead of silver lettering (see November R&R, page 67), while the 5402, shown at San Bernardino on September 19, is in the "final" version with smaller black "cap" and simplified nose stripes. The 5401 has already been repainted to match the 5402.

KODACHROME MIKE MARTIN

KODACHROME KENNETH M ARDINGER

THE HOTTEST RAILFAN ITEM in the Northeast these days is the New York, Susquehanna & Western's transcontinental Sea-Land container trains brought in via BN, Chessie and D&H to Binghamton, N.Y., and forwarded to Little Ferry, N.J., with NYS&W power. On September 1, all five of NYS&W's ex-NYC C430s were highballing a container train through Carstens' old hometown of Ramsey, N.J. (that's Hal's old Ramsey Journal Building office at extreme right). The NYS&W trains are handled in Tacoma, Wash., by Coast Engine & Equipment Company's GP9 301, ex-BN 1919, nee-NP 334.

KODACHROME JIM BOYD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